

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5986

號七初月正年元統宣

THURSDAY, JANUARY 28, 1909.

四拜禮

號八十月正英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sinking \$15,000,000
Silver \$14,000,000
RESERVE LIABILITY OF PROPRIETORS \$19,000,000

COURT OF DIRECTORS:
R. Shilling, Esq., Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
E. G. Barrett, Esq.
G. F. Friesland, Esq.
G. S. Gubbay, Esq.
W. Helms, Esq.
O. R. Leaman, Esq.
R. Shaw, Esq.
Hon. Mr. H. A. W. Slade.
H. K. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 15th October, 1908. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEBOLT HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per annum.
" 6 " 4 " " "
" 3 " 3 1/2 " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [22]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,753,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oeribon, Tegal, Pecalongan, Paseroena, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradjie (Achoen), Bandjermasin, Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanol, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do 6 " 4 " "
Do 3 " 3 1/2 " "
J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHEFOO, TIENSIN, KOBE, PEKIN, OSAKA, NEWYANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTONG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposit:—
For 12 months 5 1/2 per Cent.
" 6 " 4 1/2 " "
" 3 " 3 1/2 " "
TAKAO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael. 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [23]

Intimations.

DO YOU KNOW

"THE SAVOY?"

The Leading Boot Store in the Colony.

Do you know what price you pay for your Boots?

\$10 per pair!

Cheaper than you can get them anywhere in the Colony.

THE SAVOY.

13, Queen's Road Central.

Hongkong, 25th January, 1909. [18]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
Of the Hongkong Telegraph Office.

Hongkong, 9th March, 1909. [16]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & MORE	YOKOHAMA	About 29th Jan.	Freight and Passage.
SHANGHAI	BRITANNIA	About 4th Feb.	Freight and Passage.
LONDON, &c., via usual Ports	DEVANHA	Noon, 6th Feb.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 10th Feb.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 27th January, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

SPECIAL OFFER FOR ONE MONTH

OF OUR

SUPERB STOCK OF SUITINGS

at the following Exceptional Prices For Cash.

SCOTCH and CHEVIOT TWEED SUITS,
ANGOLAS, CASHMERES and LLAMAS,
at \$35, \$38, \$40 and \$45.

BLUE and BLACK SERGES, VICUNAS, &c.,
at \$35, \$38 and \$40.

Cashmere Trousers \$12.00, \$14.00, \$16.00
Fancy Vests 7.50, 8.50, 10.00
Overcoats 35.00, 40.00, —
Dress Suits, Silk lined 75.00, 85.00
Dress Dinner Suits, Silk lined 70.00, 80.00

NOTE:—All above Materials are quite NEW and of the very best quality and Latest Patterns.

LANE, CRAWFORD & CO. [30]

15, Queen's Road Central.

Hongkong, 28th January, 1909. [31]

V. O. S.

AND

EXTRA SPECIAL FINEST

LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 28th January, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No 17 Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 15th Feb. 1909. [16]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the BRAY, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, end July, 1909. [17]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,250 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from HONGKONG to MACAO on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from MACAO to HONGKONG on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 509 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 31st January.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from MACAO at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager. [26]

Hongkong, 31st June, 1907.

FOR

LUXURY AND COMFORT,

FRESHNESS AND EXCELLENT

CUISINE,

STAY AT—

THE GRAND CARLTON HOTEL.

Hongkong, 5th December, 1908. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely

New Management. Large and Comfortable Rooms, Excellent Cuisine under

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BLUMENTHAL,
Proprietors, Manager.

Telephone, 170. Telegrams "Astor." [14]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	About SATURDAY, 30th January.
MANILA, YAP, NEW GUINEA, BRISBANE, SAMARAI, SYDNEY, and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Loez	SATURDAY, 30th January, 5 P.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About TUESDAY, the 2nd Feb., A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. C. Dowers	WEDNESDAY, 10th February, Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th January, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	SALAZIE	Aillard	1st Feb., P.M.
MARSEILLES, VIA PORTS	..... SYDNEY	Rebutat	2nd Feb., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	..... TOURANE	Lancelin	15th Feb., P.M.
MARSEILLES, VIA PORTS	..... POLYNESIEN	Broc	16th Feb., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th January, 1900.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	SHANGHAI	1st half Feb.	JAVA	1st half Feb.
TJILATJAP	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
TJIPANAS	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
TJIBODAS	JAVA	1st half Feb.	JAPAN	1st half Feb.
TJIKINI	JAPAN	2nd half Feb.	JAVA	2nd half Feb.
TJILWONG	JAVA	2nd half Feb.	JAPAN	2nd half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

YORK BUILDINGS, 1st floor,

Hongkong, 21st January, 1900.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUOHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong 21st March, 1900.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Llobers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and functional steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf, near Wing Lok Street and its berth in Canton opposite Shamshien.

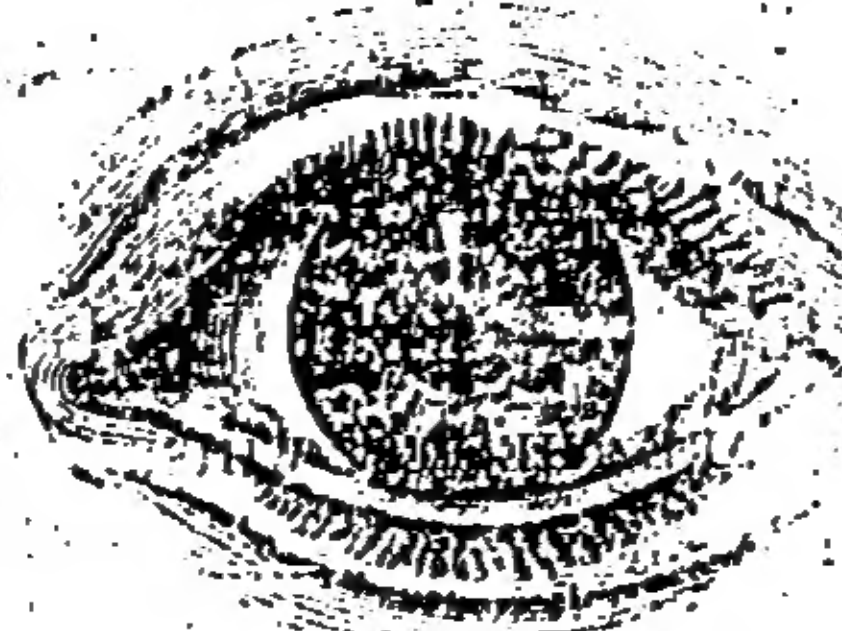
For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1905.

Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repair. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

1, John Street, Bedford Row, W.C.

59, Bentinck Street

365, Nanking Road

Hongkong, 4th March 1900.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valbonne (Drôme-France).

GALDEBROCK MAGGEE & Co., Hongkong.

THROUGH A TYPHOON.

"MANILA" ARRIVES AT SYDNEY.

With the homeward-bound pennant flying from the masthead, and a naval band playing national airs on the main deck, the German steamer *Manila*, of the fleet of the Norddeutscher Lloyd, attracted a great deal of attention yesterday afternoon as she steamed up the harbour to her berth at the Circular Quay, reports the *Sydney Morning Herald* of 30th ult. The reason for this unusual demonstration was the fact that the time-expired ship's company of H.I.G.M.S. *Planet* was on board, bound from the islands to Germany.

The *Manila* commenced her voyage from Hongkong on the 4th inst., and on the following day ran into a typhoon of exceptional severity. The wind blew with hurricane force, and the seas were running mountains high. Although the vessel behaved splendidly under adverse conditions, she rolled and pitched in the heavy seas.

For two days she was buffeted by the tempest. Great volumes of water found their way on the decks, and at frequent intervals green seas broke right over the vessel. The officers of the *Manila* state that the barometer readings indicated that the steamer was very close to the centre of the typhoon.

Rapid progress under such circumstances was impossible, and as a result *Manila* was reached two days behind time. Fortunately, however, the vessel came through her trying ordeal without the slightest damage. The opinion was expressed that this typhoon was the last of the season.

After contending against a strong north-easterly monsoon and a heavy swell, the *Manila* reached Yap, the new port of call for steamers of this line in the Caroline Islands, on the 14th inst. Native troubles at Ponape have quieted down, there is little possibility of another uprising. The visits paid by the Government yacht *Seestern* and the German warships and the landing of large detachments of military and native police from the Bismarck Archipelago greatly impressed the natives of Ponape.

It was subsequently ascertained, however, on arrival at Simpsonshafen, in New Britain, that the German warship *Concor* was shortly to be despatched on another visit to the Carolines. *Concor* and the *Jaguar* were in port at Simpsonshafen when the *Manila* called.

Matters were reported to be extremely quiet both at Friedrich Wilhelmshafen, in German New Guinea, and at Simpsonshafen, in New Britain. The little communities were very prosperous, and it was reported on all hands that the export trade was being very rapidly developed. As evidence of this fact, a shipment of 3,500 bags of copra was waiting on the wharf at Simpsonshafen for the *Manila* to be transhipped at Sydney for the Continent.

MONEY MARKET.

CONTINUANCE OF SLIPPING PRICES IN SILVER CHECKED.

Messrs. Samuel Montagu and Company, writing from London, on December 24, state:—

The demand for France has been somewhat keener, and the bulk of the arrivals—which were about £600,000—were taken for that quarter at the enhanced price of 77s. 10½d.

We have to record no bullion movements between the Bank of England and abroad during the current week.

The silver market is in rather better heart, such few movements as have taken place convey the impression that the market has developed some resilience, and lost the flabbiness which seemed to forebode a continuance of slipping prices.

The proximity of a new year has already prompted a few optimist outsiders to look favourably on silver as a speculation. Small operators, it is true, but none the less useful as straws to indicate the current. The China export trade is beginning to feel the spur of cheap silver; a continuance of this impulse will afford a reasonable basis for such hopes.

The crop prospects in India are indicative of increased prosperity which would eventuate in a reduction of the rupees accumulated in the Treasury. Should the next monsoon prove favourable, the demand for silver will be greatly stimulated.

The daily uptake of silver in India has risen to £12,500 a day, and the stock in Bombay has been so much reduced that the record shipment of £730,000 last week, and a moderate one by this week's steamer will do little more than replenish the supplies for that market.

The result has been to bring stocks here to such a point that a premium has arisen for spot silver.

The demand for remittances to India still improves.

On Wednesday, large applications, 1,085 lacs were made for the 120 lacs offered by the India Council. Allotments were made at 1/32d. better than last week, and special allotments subsequently at a further advance of 1/32d., the amount for tender next week was raised to 150 lacs.

On December 31, a shipment of 188,000 was made from San Francisco to the East.

Yesterday, the United States Treasury reported the purchase of 225,000 oz. for currency purposes. The quotations to-day, 23½d. for cash and 23½d. for two months are 7/16 above those fixed a week ago.

QUOTATIONS.

Quotations for bar silver per oz. Standard.	
Dec. 18—22½d.	cash, 22½d. two months
Dec. 19—22½d.	" 22½d. "
Dec. 21—22½d.	" 22½d. "
Dec. 22—22½d.	" 22½d. "
Dec. 23—22½d.	" 22½d. "
Dec. 24—22½d.	" 22½d. "
Average	" 22½d. "
Bank Rate	2½ per cent.
Bar Gold per oz. Standard	77/10d.
French Gold Coin per 100	76/4½d.
German Gold Coin per 100	76/4½d.
United States Gold Coin per 100	76/4½d.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and BALL below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

High Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*:

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs; as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tau Kot.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FINE, Director.

28th Jan. 1900.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

ARE
NOW SHOWING
the latest production
in British
CARPETS
in the
most exclusive
designs & colourings.

Jute Art Squares
for Bedrooms,
from \$9.50.

Kensington Art
Squares,
in 3 sizes,
from \$18.75.

Kidderminster
Squares,
all wool,
Special Thick
Quality,
3 by 4 yds., \$37.50
3½ by 4½ yds., \$50.00
4 by 5 yds., \$65.00

A Large Variety of
Velvet Pile
Squares,
from 9ft. by 6ft.
to 15ft. by 18ft.,
from \$35 to \$200.

Seamless Axminster
Squares,
in Artistic Designs,
3 by 3 yds. 3 by 3½ yds.
3 by 4 yds. 3½ by 4½ yds.
4 by 5 yds. 5 by 6 yds.
from \$50 to \$275.

Hearthrugs
to match.

POWELL'S
Carpet Department,
First Floor,
ALEXANDRA
BUILDINGS.

Hongkong, 25th December, 1908.

Entertainment.

ALEXANDRA
CINEMATOGRAF,
22 Zetland Street.

To-night & Every Night,
FAMILY PROGRAMME.

NO ARTISTES BUT ONLY THE
LATEST
PATHE
FILMS
ENTIRE CHANGE OF PROGRAMME
Every
MONDAY and THURSDAY.

These Films have never been
Shown in Hongkong by any other
Cinematograph.
Programmes to be had at the door.
Hours from 9 to 11 p.m.
Hongkong, 28th January, 1909. [111]

Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for
COLONIAL and OVER-SEAS MEM-
BERS; it is situated at No. 84, Piccadilly (the
centre of Clubland), opposite the Green Park.
The Club has a Bridge Section, Reception,
Dining, Billiard Room, Smoking Lounge,
Reading Room and Library.

Ladies are eligible as Members.
Entrance Fee, Five Guineas, Annual Sub-
scription, Five Guineas.

Further particulars from
THE ORGANISING SECRETARY,
84, Piccadilly, W.
London, 19th August, 1908. [176]

PHILATELIC NOVELTY
suitable for
PRESENTS.

BACKS OF USED POSTAGE STAMPS.
Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$3.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other
Philatelic Requisites at prices to suit every-
body.

VIEW POSTCARDS, ALBUMS, HINGES,
RAPHAEL TUCK'S TOY BOOKS AND
RELIEF SCRAPES,
MANILA CIGARS AND CIGARETTES,
&c., &c.

Inspection invited.
GRACA & Co.,
No. 27, Des Vaux Road.

D. NOMA,
PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO
MARKS,
No. 50 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.

My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
attainable by any other. In tattooing unlike some
other kinds of engraving, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.

The copying of Portraits with distinct
minuteness a speciality.
Hongkong, 1st September, 1908. [135]

THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGGE (TASTELESS) FORM.

THE NEW FRENCH REMEDY
TRADE MARK.

THERAPION No. 1 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THERAPION No. 3 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THERAPION No. 4 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THERAPION No. 5 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THERAPION No. 6 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THERAPION No. 7 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THERAPION No. 8 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THERAPION No. 9 is a
short time, often a few days only, removes all
charges, effectually superceding injections, the use of
which does irreparable harm by faying the foundation of
the disease, and other serious diseases. Indigestion, piles,
and all diseases for which there has been too much abuse
of the bowels, and the use of the most powerful cathartics,
will be found astonishingly efficacious, affording prompt
relief where other well-tried remedies have been powerless.

THE PANAMA CANAL.

PROGRESS AND PROSPECTS.

At a meeting of the Royal Geographical
Society in the theatre of Burlington House,
London, Dr. Vaughan Cornish read a paper
entitled "The Panama Canal in 1908." The
president, Major Leonard Darwin, occupied the
chair. Dr. Cornish, whose lecture was illus-
trated by a number of lantern views, said that
during April of the present year he made a care-
ful examination with the sanction of the Ameri-
can Government, of the Panama Canal works
and of the conditions of life on the isthmus. He
found that the organisation had been perfected
since his previous visit in January, 1907, and that
the work was proceeding smoothly and with
such despatch that if the present rate of progress
should be maintained, the canal would be
open in 1915. Yellow fever had been eradicated
and malaria so greatly reduced that it no longer
threatened the progress of the work. Forty
thousand men were employed, including
1,000 European navies, mostly Spaniards.
The wives and children of the American em-
ployees enjoyed good health in the isthmus,
and not only did law and order prevail, but the
social life was already that of a well-ordered
and respectable community.

A GIANTIC PROJECT.

The construction of the canal, Dr. Cornish
pointed out, involved two tasks—excavation
and the construction of dams and locks. The
controlling feature of the scheme was the
great dam at Gatun, which would retain a
lake 164 square miles in area, or thrice the
size of Lake Maggiore. From shore to shore
the canal would be 41 miles long, but to
reach deep water four miles must be dredged
at either side, so that the whole length would
be 49 miles, of which about nine miles had
to be excavated in hard rock. The Spooner
Act, the law under which the canal was
being constructed, laid down that it should
be "of sufficient capacity and depth as shall
afford convenient passage for vessels of the
largest tonnage and greatest draught now in
use, and such as may reasonably be expected."
Accordingly the following dimensions had been
selected:—(1) A minimum depth of 41 feet; (2)
a minimum bottom width of 300 feet in the
Culebra cut; (3) a working length of 1,000 feet
in each lock and a working width of 110 feet.
It was calculated that the whole transit
through locks and canal—the latter being
maintained at an 85 foot level—would occupy
from eight to ten hours. On this basis forty
ships could be put through in 24 hours from
the Atlantic to the Pacific, or two fleets of
twenty ships, if passing simultaneously in op-
posite directions.

EFFECT ON OCEAN ROUTES.

The most impressive view of the canal works,
Dr. Cornish continued, was obtained by alight-
ing at Culebra Station, on the Panama Rail-
way, and proceeding to the western side of the
cut. After describing the improved labour
conditions under which the work is being
carried on, Dr. Cornish pointed out that the
object of a ship canal was to shorten sea dis-
tances, and discussed the extent to which
the Panama Canal was likely to fulfil this
object. According to the calculations of the
United States Hydrographic Bureau, he stated,
the reduction in the steaming distance from
New York to Panama, or any port on the
Pacific Coast of America north of Panama,
would be 8,400 miles. From New York to
posts on the American Pacific Coast south
of Panama the reduction ranged from 8,400
miles to about 1,000 miles. The correspond-
ing reduction in the steaming distance from
Liverpool to the same coasts ranged from
6,000 to 2,600 miles. The figures for Antwerp
were about the same. From New York to
Yokohama, via San Francisco the reduction
was 3,729 miles bringing the Japanese port 1,805
miles nearer to New York than to Liverpool,
from New York to Shanghai the reduction was
1,629 miles, which left Liverpool 295 miles
nearer to Shanghai. The Panama Canal would
not shorten the distance between New York
and Hongkong, Suez being still the shorter
route, and even to Manila the reduction via
Panama was only 20 miles; moreover, this
small reduction was by way of San Francisco
and Yokohama. The all-American route from
New York to Manila, via Panama, Honolulu,
and Guam, was 128 miles longer than that via
Suez. As one proceeded farther south in the
Pacific, however, the Panama route again
became the shorter from New York. Thus
the distance to Sydney was shortened by 3,806
miles (via Tahiti), the distance being 2,382
miles less than between Liverpool and Sydney
via Colombo, Adelaide, and Melbourne. The
reduction between New York and Wellington,
N. Z., would be 2,512 miles; bringing Wellin-
gton 2,759 miles nearer to New York than to
Liverpool. The distance between Liverpool
and Wellington via the canal was slightly less
than that by the Straits of Magellan. There
was also a reduction of distance between Liver-
pool and the northern parts of the Siberian
coast. Otherwise the Panama Canal did not
shorten distances between European ports and
those on the "Oriental" side of the Pacific, the
route having been short-circuited by the con-
struction of the Suez Canal. New Orleans and
other ports on the Mexican Gulf obtained even
greater reduction of sea distance to Pacific
ports than that obtained by New York; and the
important island of Jamaica, with its spacious
harbour of Kingston, would be placed in a
position of centrality for world commerce
which it did not at present enjoy. That the
canal would greatly increase the importance of
Jamaica as a member of the British Empire
there could be no doubt.

LACK OF AMERICAN SHIPS.

In conclusion Dr. Cornish stated that the
reduction in the distances between important
ports which he had indicated afforded a
measure of the potential commercial advan-
tages of the Panama Canal. But the actual
commercial advantage of a ship canal depen-
ded equally upon a second factor—the available
ship tonnage. Supposing the Panama Canal
were open at the present time, there would
be hardly any United States ships to use it,
except in the transport between home ports,

from which ships flying foreign flags were
debarred. In the spring of the present year
there was not a single steamship flying the
Stars and Stripes trading between United
States ports and those of Brazil, the Argen-
tine, Chile, or Peru. The mails from New
York and other Atlantic ports in the States
to Brazil and the Argentine went via Europe,
so that in this respect New York was for
practical purposes 3,000 miles farther off than
Europe from those South American coun-
tries. Ships receiving the United States mail
subsidy—the only form of subsidy given—had
to be American built, manned by Americans,
and the diet of the sailors was prescribed by
law. As Senator Depew had said—"The
labour unions have rightly and properly taken
care of their wages. The result is that the cost
in wages and food to our American ships
under American conditions across the Pacific
is double that of European or Japanese
steamers." Thus it was evident, Dr. Cornish
thought, that in spite of geographical advan-
tages there was at present some ground for
the extreme opinion sometimes expressed in
the United States, that the canal was being
built with American money for the use of
Europe. Up to the middle of the current year,
the United States Government had expended
on the canal 126,000,000 dollars including
50,000,000 dollars to the New Panama Canal
Company and the Republic of Panama. The
total amount authorised to be appropriated by the
Congressional Act of June, 1902, was 135,000,000
dollars, but Colonel Goethals, the chair-
man of the Canal Commission, had stated in
evidence at the beginning of this year, that the
canal would cost at least 250,000,000 dollars,
and possibly as much as 500,000,000 dollars.
With these figures might be contrasted the
cost of the Suez Canal, 900,000,000 dollars; of
the Manchester Ship Canal, 75,000,000 dollars;
and of the Kiel Canal, 40,000,000 dollars.
A discussion followed and the proceedings
terminated with a vote of thanks to the lecturer.

Intimations.

NOTICE.

THE only Edition of the RACE BOOK
and PROGRAMMES authorized by the
Stewards of the Jockey Club are those printed
by Messrs. MORRISON & Co.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 19th January, 1909. [104]

NAVAL BAL-MASQUE.

FOUND in the Ladies' Dressing Room—
ONE PEARL and TURQUOISE
RACE BROOCH. Owner please apply
Dance Secretary, Tamar.
Hongkong, 25th January, 1909. [116]

FOUND.

AT the Club Luncheon, on the 2nd inst.,
after the first performance of "The
Genius," One GOLD LADY'S BRACELET,
with Chinese Gold Coin pendant.
Owner can have same on application to—
THE SECRETARY,
Club Luncheon.
Hongkong, 5th January, 1909. [63]

NOTICE.

IT is hereby notified that, on and after
MONDAY, the 1st February, the SUPPLY
OF WATER to the Rider-Main District will
be controlled by bringing the Rider-Mains into
operation and that the Water will be turned on
to each Rider-Main daily for two consecutive
hours. Information as to the hours of supply
to any particular property may be obtained on
application at the office of the Water Authority
or Registrar-General or at the Tung Wah
Hospital.

W. CHATHAM,
Water Authority.
Public Works Department,
Hongkong, 25th January, 1909. [118]

THE CHINA AND MANILA
STEAMSHIP CO., LD.

HONGKONG, AMOY AND MANILA.

As a special inducement to intend-
ing Visitors to the Philippine
Carnival, we are offering a reduced
fare of \$60 for passage to Manila
and return by our S.S. "ZAFIRO"
sailing SATURDAY, the 30th Jan.
Tickets issued at this reduced rate
will be available for return by either
the S.S. "ZAFIRO" leaving Manila
on 7th February or the S.S.
"RUBI" leaving Manila on 18th
February.
Hongkong, 11th Jan., 1909. [77]

Dentistry.

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [1]

Dr. M. H. CHAUN

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

1907-1908, 19th Apr. 1901

Intimations.

OF THE MULTITUDES.

who have used it, or are now using it, we have
never heard of any one who has been dis-
appointed in it. No claims are made for it
except those which are amply justified by ex-
perience. In commending it to the afflicted
we simply point to its record. It has done great
things, and it is certain to continue the excel-
lent work. There is—we may honestly affirm
—no medicine which can be used with greater
and more reasonable faith and confidence. It
nourishes and keeps up the strength during
those periods when the appetite fails and food
cannot be digested. To guard against imita-
tions and substitutions, our "trade mark" is
put on every bottle of "Wampole's Preparation,"
and without it none is genuine. It is
palatable as honey and contains the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, com-
bined with the Compound Syrup of Hypophos-
phites and the Extracts of Malt and Wild
Cherry. Taken before meals it creates an
appetite, aids digestion, renews vital power,
drives out disease germs, makes the blood rich,
and full of constructive elements, and gives
back to the pleasures and labours of the world
many who had abandoned hope. Dr. S. H.
McCoy, of Canada, says: "I testify with
pleasure to its unlimited usefulness as a tissue
builder." Its curative powers can always be
relied upon. It makes a new era in medicine,
is beneficial from the first dose and represents
effective medical treatment of the twentieth
century. "You can trust it as the Ivy does the
Oak." One bottle convinces. Watch carefully
against imitations! At all chemists here and
throughout the world.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of
The Best FRENCH TOYS, DOLLS,
TOM SMITH'S CRACKERS,
CADBURY'S CHOCOLATE,
PERNOT BISCUITS,
&c., &c., &c.
Hongkong, 21st November 1908. [45]

FABST BREWING COMPANY,
MILWAUKEE

FRESH SUPPLIES

ALWAYS KEPT IN STOCK
BY
SIEGSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 20th July, 1907. [111]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 30, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Arcade to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908. [144]

BENGER'S
Food

is quite distinct from
any other. It possesses
the remarkable property
of rendering milk, with
which it is mixed
when used, quite
easy of digestion, by
children, invalids and
convalescents.

Benger's Food is sold in
Tins by Chemists, etc.,
everywhere.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GAZEE,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES OF Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st February will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned, on or before the
25th February, or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st February, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 15th January, 1909. [115]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUGH,"
FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 2nd prox. will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
9th prox., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd prox., at 1 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th January, 1909. [119]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge, will be land-
ed at once, at Consignees' risk and expense.
Cargo remaining on board after 2 p.m., of the
29th inst., will be landed at Consignees' risk
and expense.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE DELIVERY of their Goods
from alongside, such Cargo impeding the dis-
charge of the vessel will be landed and stored
at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 26th January, 1909. [120]

Intimations.

GUNS

DIRECT from the manufacturers at lowest
prices. 12 bore Double Breechloaders
from 30s each. Illustrated catalogue of
latest model Shot Guns, Combination Guns,
Sporting Rifles, &c., post free. D. JAMES &
REYNOLDS, George Street, Minorities, Lon-
don, E.C. England. [188]

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.
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Hongkong, 19th March, 1908. [124]

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Hongkong, 5th January, 1909.

[28]

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The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 28, 1909

MR. JUSTICE WISE.

Nobody more than the journalistic profession in Hongkong would deplore the resignation of Mr. Justice A. G. Wise. His acumen and ability were not merely self-evident, but they expressed themselves in ways which do not appeal to the general public as a rule. For one thing he lightened the dull platitudes of the Bench by an unconscious humour which sprang spontaneously from his being. Many a time a purely technical case, in which there was not the faintest gleam of interest, was enlivened by the ready repartee and choice *bon mots*, which were cast as pearls from the Bench amid a drear atmosphere. If, as we take it, the resignation is certain, the twinkle of Mr. Justice Wise's eye, the sharp return, the ability to sum up a complainant's case in less than two shakes, mark a vacuum in the law as administered in this Colony. Far too often the precise interpretation of law stunts and demoralizes a man's ability to recognise the sadder side of humanity. Never so in the case of Mr. Justice Wise, who remained a man, a man at law, and a good comrade. When we say that the resignation of Mr. Wise will be felt, especially by those who are not entitled to appear before him in their official capacity, we mean that a large body of suitors will miss his cheery countenance over even minor details, such as small debt actions. So far as we have discovered, Mr. Justice Wise was not wedded to law *quid law*; he believed in the principle of equity, and that his decisions were governed by both of these great principles was amply demonstrated in the fact that few of his decisions were ever appealed against

and remarkably few reversed. In many respects Mr. Justice Wise was a model judge. It is curious to hear that he was not an Irishman, because his affability, versatility and adaptability were traits belonging peculiarly to that country. Nobody has more regrets that Mr. Justice Wise should resign the position to which he had attained than the members of the Press in Hongkong. Long ago the gentleman who calls himself "Pro Bono Publico" has nominated Mr. Wise for the supreme position in the Hongkong Judiciary. Fortune was not with him apparently and Mr. Justice Wise retires as a pensive judge. It is impossible to believe that in his rejuvenated home he will be less active than he was in Hongkong. It is absolutely certain that his *bonhomie* style will not find an outlet in his homeland circles. A few more of the character, ability and energy of Mr. Justice Wise, to say nothing of his irresistible humour, will go a long way towards making the conditions in Hongkong palatable. We can only give an old toast: "Happy to meet, sorry to part, happy to meet again."

SUGAR IN THE STATES.

We have frequently referred to the anomaly of America's refusal to admit the Philippines to equal privileges in so far as native products are concerned. That condition of things has been brought about by the trusts, which still dominate the great republic. A feeling among the better-class papers has evidently been aroused, probably through the efforts of the Commission held at Washington, at which Mr. Bronson Rea was one of the principal witnesses on behalf of the sugar planters of the archipelago. The *San Francisco Chronicle* observes, in a recent issue, that the figures of production and consumption of sugar in the United States just made public by the Bureau of Statistics are conclusive evidence that the sugar product of the Philippines, however large it may come to be, can be admitted free of duty into this country without the least danger of injury to any established American industry. The beet sugar product of the United States is larger than the cane sugar product. In the year covered by the statistics just issued but 39 per cent of the sugar used in this country was supplied by the United States and its dependencies, while 61 per cent was imported from foreign countries. For that year the dispatch states that the "quantity brought from our island possessions was larger than in any previous years; the quantity produced at home exceeded that of any other year; the quantity exported was larger than in any year of the past decade, and the per capita consumption was the largest ever recorded, an average of 88.6 pounds for each man, woman and child of continental United States." Under such circumstances, with both imports, domestic production and per capita consumption regularly and rapidly increasing, it can be nothing but unadulterated hogwash which can lead any one to oppose doing simple justice to the people of the Philippines, whom we compelled by armed forces to submit to our rule. They did not ask us in. We forced ourselves upon them, killing, incidentally, in the operation some thousands of the deluded islanders who could not be brought to realize the disinterestedness of our motives, the benevolence of our people or the blessedness of our rule. Since we insisted on governing the Philippines, we took upon ourselves the imperative duty of governing them in their interests and not those of ourselves. If we pretend to any attitude other than that of ruthless conquerors, it is our duty to govern the Philippines precisely as a government elected by an intelligent and patriotic Filipino electorate would govern them, and nobody will pretend that such a government, if it had the power, would not provide for a free exchange of products between the islands and this country. Thus far we have refused to do our "plain duty" in this respect; but, since these sugar statistics conclusively prove that so far as sugar is concerned the American people can deal honestly with the Filipinos without any expense to ourselves, we can see no reason why it should not be done.

LOCAL AND GENERAL.

The German mail of the 30th December was delivered in London on the 27th inst.

A FINE tiger measuring eight feet three inches was shot at the ninth mile, Pahang Road, Kuala Lumpur, by Mr. Slemund of Terentang Estate.

A FOOTBALL match, played at Wuchow last Saturday between the local Club and H.M.S. *Robin*, resulted in a win for the sailors by three goals to one.

TITZ rice crop in Siam this season is said to be, on the authority of the British Consul at Bangkok, the biggest on record, and that fully a million tons will be available for export. Will it make rice any the cheaper locally we wonder?—*Perak Pioneer*.

The following report of a ladies' rifle shooting competition held recently in Quetta should prove of interest to members of the local ladies' rifle club.—That some of the ladies are capable of firing at longer distances with equally good effect was proved by Mrs. Mason making a score of 34 out of 35 the day previous with a Lee-Enfield Rifle at 800 yards!

West Point Murder.

SENTENCE OF DEATH PASSED.

JURY'S RECOMMENDATION TO MERCY.

The charge brought against Chan Tsau and five other coolies in connection with the murder of their employer (Sam Cheung) at West Point in November last was begun at the Criminal Sessions this morning.

The Chief Justice (Sir Francis Piggott) presided. Mr. W. Ross Davies, K.C., (Attorney General) with whom was Mr. R. Denys (of the Crown Solicitor's office) appeared for the Crown. Mr. H. G. Calhoun, instructed by Mr. O. D. Thompson, was for the defendants. The following were the jurymen empanelled:—Messrs. Peter Davidson (foreman), R. D. Galloway, P. F. Nicholson, John Lysaght, A. C. Diercks, A. S. Curry and C. A. H. West-burger.

Outlining the particulars of the case, which have already been reported, the Attorney General said that the six prisoners were on trial for murder. The affair, he said, took place at West Point at seven o'clock on the 27th November. The murdered man was named Sam Cheung, the master of the Kwong Sui Cheung shop, of Des Vaux Road West, a rattle dealer. All of the defendants were at one time in his employment. According to a servant girl, the most important witness for the prosecution, the dispute arose over the master refusing to discharge one of his women labourers. The result was that all the *fokis* left him. The evidence for the prosecution consisted chiefly of two eye-witnesses. The servant girl, aged sixteen, knew all the defendants very well as she lived in the premises with them. On the evening in question she was sent out on a mission and on her way back, at the entrance to Chung Hing Street—a lane turning into Queen's Road—she saw upwards of ten men, all of whom she recognised as her master's *fokis*, assaulting him. She saw the first defendant stab the man with a knife, the others holding him by the queue and fisting him. The girl became alarmed and ran away, reporting the matter to her mistress on arrival home.

All the defendants ran away, when they had seen the serious position in which they stood, and the shop master, bleeding and weak, returned to his house, and a doctor was called. The servant girl's evidence was corroborated by a man named Sam Pui, who also saw the deceased being beaten. No. 1 defendant he saw strike deceased, who called "save life," No. 2 also struck, No. 3 kicked, and according to the depositions, "the rest beat the man at random." When this witness went up the men ran away, and he gave information to the police. At the time the assault took place the street lamps were well lighted, the shop near which the assault took place had its lights burning brightly, and the witnesses had the opportunity of seeing the attackers properly.

Sam Cheung was taken to hospital where it was found that he was suffering from a curved wound which pierced the skull and, according to the doctor, it was caused by a heavy blade knife. There was also another stab wound at the back of his neck which passed through the spinal column. The man rallied for a time, but on 1st December he became bad and had to be operated on, but he did not live. The cause of death was due to a fractured skull, continuing, the Attorney-General added that from the moment deceased gained admission to the hospital the doctor considered his case hopeless.

On the night of the assault three men were arrested in Second Street, and in consequence of information received the others were captured in different places. The Attorney-General then dwelt on the question of identification, which, he said, was very important in this case. Two knives, he pursued, were found in the house of the first defendant. These were handed over to the police by the owner of the house, and on being examined by the Government Analyst blood was found on both. The prosecution, however, did not attach much importance on that as the doctor stated that the knives were not consistent with the wounds.

Dr. W. V. Koch, superintendent of the Government Civil Hospital, was then called, and he gave in detail the nature of the wounds which he found on the deceased at the time he was admitted to hospital. The evidence of the two eye-witnesses followed and their story corroborated what is given above.

After the evidence statements were made by the defendants. The first three denied leaving their house on the night in question—the others denied taking part in the assault.

In the afternoon the Attorney-General, after the speech of the defence, made a most eloquent address to the jury which lasted some time, the legal gentleman dealing elaborately with every point in the case.

His Lordship then summed up, and the jury retired to consider their verdict. They returned twenty minutes later and the foreman handed to the Chief Justice a list of questions which showed that they wanted some elucidation of the evidence.

His Lordship, after consulting with the Attorney-General and Mr. Calhoun, said that the questions could not be answered as the law could not allow it. The most important question asked was whether the deceased had identified any of the prisoners. The jury retired again and returned a verdict of guilty against all of the six men, with a recommendation to mercy.

His Lordship said he had no power to entertain any recommendation to mercy. If that was what they wanted they should send their recommendation to the Governor to whom all such things go.

The death sentence was then passed on all the prisoners.

The military strength of the Haytian Government is 8,000 men, of whom 6,500 will be generals of division. Promotion is slow in Hayti.

The West River Sensation.

CHINESE OFFICIAL OFFERS BRIDE.

WANTED THE TROUBLE ENDED THERE AND THEN.

Some time last week, the reader will remember, exclusive information reached us of an exciting experience Captain J. S. Lewingdon had, while leaving Samshui harbour on his vessel, the *Chan Po*.

Briefly, the facts were these. On the 14th instant, at about four p.m., the *Chan Po*, while proceeding up river, collided with a raft, which was in the middle of the fairway, to avoid going ashore, which otherwise would have happened. No sooner had this happened than the skipper heard two shots fired from the bank, one of the bullets missing his nose by an inch. When he heard the first shot, he thought it was accidental, but on the second shot being fired, Captain Lewingdon actually saw a man, belonging to a guard boat, in a kneeling position, bringing his rifle down from his shoulder. As soon as he got clear of the raft, he anchored his ship, armed himself with a revolver, and landed in his boat abreast of the guard boat. He demanded an explanation from an official, and getting none—not a satisfactory one—the *Chan Po*'s skipper proceeded on his way and reported the matter to the Consul-General at Canton later.

That the Consul at Canton is moving in the matter (says our Wuchow correspondent) is shown by an incident which occurred a few days ago. It is reported that two or three days after the incident had occurred a Chinese official called at the office of the agent of the steamer and offered him a bribe of \$20 "to hush up the affair." The offer was, of course, refused, and according to our correspondent "the official has since 'disappeared'."

The guard-boat near where the *Chan Po* was fired at, has been removed from its position elsewhere.

The matter is now in the hands of the British Minister at Peking.

CANTON DAY BY DAY.

ARREST OF PIRATES.

[From Our Own Correspondent.]

Canton, 27th January.

Yesterday, twelve pirates were brought to Canton, together with their boat, from Sam Chow, in the Sunning district, where they were arrested by a military officer named Ho Wing Ching.

CANTON-HANKOW RAILWAY.

The period of mourning on account of the death of his parent having expired, Sir Chun Tung Liang Cheng, President of the Canton-Hankow Railway Company, is now desirous of proceeding to Peking to renew his official connections and he has therefore tendered his resignation to the Board of Directors of the Company. He has been refused.

GUNBOAT CAPTURES JUNK.

A week ago, a Chinese gunboat, while cruising about in the vicinity of Macao, came across a junk which looked suspicious. The commander of the gunboat therefore boarded the junk, in which he found eight children (five boys and three girls), and one woman hidden in the hold. On being questioned, the woman told the commander that they were natives of the Young Kong sub-prefecture, where their houses had been ransacked by robbers and they were themselves afterwards kidnapped, and that they were not aware of their ultimate destination. The junk was at once seized and brought to Canton together with those on board, to be handed over to Admiral Li Chun be to deal with.

ROBBER ARRESTED.

Tan Ngan Chau, the robber for whose apprehension a reward of \$2,000 had been offered by the officials, was, this other day, arrested in the city.

CANTON-MACAO RAILWAY.

The Viceroy has received from the Ministry of Posts and Communications a despatch, in which the Viceroy was informed that the concession for the construction of the Canton-Macao railway by Portuguese had been cancelled.

LAND REQUIRED FOR RAILWAY.

Owing to difficulties in purchasing land required for the railroad of the Canton-Hankow Railway, the Company has requested the local officials to purchase all necessary lands where the road has to pass on behalf of the Company at a commission of 5 per cent.

CULTIVATION OF MULBERRY TREES.

A weiyuen has arrived here from Fukien to study the cultivation of mulberry trees in this province and has bought 200,000 mulberry plants to take back to that province.

ASHORE ON HORSBURG REEF.

The *Breita Times* of 21st inst. says:—Captain Domenico, of the Italian steamer *Cepri*, which arrived from Hongkong yesterday, en route to Bombay, reports that at 3.30 o'clock, yesterday morning, in avoiding a sailing tongkang, the vessel went ashore on the reef at Horsburgh Lighthouse and remained there till 5.45 a.m., when she got off without assistance and with but little damage. She will go into dry dock to have her hull examined.

FROM THE *Baldwinsville Gazette*, U. S. A., we learn much that is interesting, notably the fact that "last winter a cow floated down the Mississippi on a piece of ice, and caught such a cold that she has yielded nothing but ice-cream since."—*Ex*.

For committing a burglary at 416, Des Vaux Road Central last night and stealing \$35 worth of clothing, a coolie, Leung Pak, was given six months' hard labour in the Police Court today. An extra charge—that of returning from banishment—was also proved against him and he was sentenced to undergo another term of six months.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

ANNUAL MEETING.

The twenty-first ordinary meeting of shareholders in the Hongkong Land Investment and Agency Co., Ltd., was held at the Company's offices, Victoria Buildings, at noon, to-day, for the purpose of receiving the report of the directors, together with statement of accounts, for the year ending 31st December 1908. There were present:—Hon. Mr. W. J. Gresson (presiding), Sir Paul Chater, Messrs. C. S. Gubbay, H. P. White, G. Friesland, E. M. Shellim, H. A. Siebs (directors), A. Shelton Hooper (secretary), J. M. E. Machado, H. N. Mody, J. A. Jupp, Frederick Ellis, A. Rodger, H. Percy Smith, W. E. Clarke, and D. R. Moss.

The secretary read the notice calling the meeting.

The Chairman said:—Gentlemen, I propose with your permission to take the report and accounts as read. Dealing first with the balance sheet, I have to point out that our investments are practically the same as for the previous year, the difference being a slight increase in amount advanced on Mortgage some \$12,000, and a decrease of \$13,800 in our property investments. This decrease is due to the sale of a portion of the Godowa property on Praya East formerly occupied by the Kowloon Wharf and Godowa Company. The balance of the original lot is in course of conversion into Dwelling Houses and the laying out of a new street from Queen's Road East to Praya East. This street will be acquired, and paid for by the Government. This re-development of the property, was, in the opinion of your directors, rendered necessary by the transfer of the Godowa business to other districts. Turning to profit and loss account you will observe that our net profits on the year's working are \$148,959.65 as against \$364,728.05 in 1907, a decrease of \$16,668.40 brought about by the additional repairs necessitated by the typhoon of July last. Rents for the whole year, notwithstanding the loss of \$12,000 which was incurred by the Godowas which I have referred to in the course of conversion, are virtually the same as last year. In Interest and Charges Accounts, the slight differences are, I am pleased to say, on the right side. If any further information is desired, I shall be pleased to offer it, before formally moving the adoption of the Report and Accounts.

No questions were asked.

The Chairman moved the adoption of the report and accounts.

Mr. Jupp, in seconding, said: I think on the whole we may agree, considering the severe depression in property and trade generally during the past year that we have every reason to be satisfied with the result of the year's working.

The motion was unanimously adopted.

Mr. Machado moved that the appointment of Messrs. Bredersen, Gubbay, and Siebs as directors be confirmed.

Mr. Mody seconded.

Agreed.

Mr. F. Ellis moved that Messrs. White and Siebs be re-elected directors.

Mr. Rodger seconded.

Agreed.

Mr. W. E. Clarke proposed the re-election of Messrs. J. Cox Edwards and H. Percy Smith as auditors of the Company.

Mr. Ellis seconded.

Agreed.

The Chairman: Dividend warrants will be ready on application. Thank you for your attendance.

THE WEST POINT BUILDING COMPANY, LIMITED.

ANNUAL MEETING.

The twenty-first ordinary meeting of shareholders in the West Point Building Co., Ltd., was held at the Company's offices, Victoria Buildings, in the forenoon to-day for the purpose of receiving the report of the directors, together with statement of accounts, for the year ending 31st December, 1908. Sir Paul Chater (chairman of directors) presided; others present were:—Hon. Mr. W. J. Gresson, Messrs. C. S. Gubbay, J. W. C. Bonnar (directors), Ho Kom Tong, Lo Cheung Shiu, J. M. E. Machado, F. Maitland, E. Shellim, F. S. Forrest, and A. Shelton Hooper, secretary.

The secretary read the notice calling the meeting.

The Chairman said:—Gentlemen, I will, with your permission, take the Report and Accounts as read. The lease of the whole of your property being still current the gross return from rents remains unchanged; turning to the other side of the Profit and Loss Account you will, however, notice an increased expenditure under the heading "Repairs to Buildings" due to the severe typhoon experienced by the Colony in July last, and in view of the fact that these repairs are not yet completed, some portion of the cost thereof having to be borne on the accounts for the current year, your Directors deem it advisable to pay a slightly decreased Dividend for the closing half of 1908 enabling them to carry forward a somewhat larger balance to, in part, meet this expenditure and therefore recommend a Dividend of only \$2.00 per share which they trust will meet with your approval.

The Chairman proposed the adoption of the report and accounts.

Agreed.

Mr. Machado proposed that the appointment of directors should be confirmed.

Mr. Shelton seconded.

Agreed.

Mr. Forrest proposed that Messrs. Gresson and Gubbay be re-elected directors.

Mr. Maitland seconded.

Agreed.

Mr. Ho Kom Tong proposed that Mr. J. Cox Edwards be re-appointed auditor.

Mr. Lo Cheung Shiu seconded.

Agreed.

The Chairman: Dividend warrants will be ready to-morrow; gentlemen, on application. Thank you for your attendance.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

ANNUAL MEETING.

The eighth ordinary meeting of shareholders of the Hongkong Land Reclamation Co. was held at the Company's offices, Victoria Buildings, in the forenoon to-day, for the purpose of receiving the report of the directors together with a statement of accounts for the year ending 31st December, 1908. Hon. Mr. W. J. Gresson was in the chair. There were present:—Sir Paul Chater, Messrs. E. Shellim, C. S. Gubbay (directors), Ho Fook, Ho Kom Tong, J. C. Peter, C. H. Ross, Lo Cheung Shiu, H. Percy Smith, A. E. Asger, E. J. Hughes, A. Shelton Hooper, J. B. Seth, and Mowbray S. Northcott, secretary.

The Chairman said:—Gentlemen, the Report and Statement of Accounts having been in your hands for the past week we may, I think, take them as read. The reclamation of Kowloon Marine Lot 49 has now been completed, and, except for a final sum of some \$11,500 due to the Contractor, is paid for, leaving us in possession of an area of 429,633 sq. feet over the whole lot. The completion of this work has absorbed such funds as we had out at interest over and above the amounts invested in mortgages, and this fact accounts mainly for the decrease shown on the Balance Sheet under the heading of Interest. No new reclamation works have been undertaken during the year under review, nor have any sales been effected. We are, however, able to maintain our dividend of seven per cent. from the balance brought forward from last account, and after payment thereof to carry forward a sum of \$17,700.23, a guarantee of a like dividend for some years to come even if no sales be made in the meantime. Before finally moving the adoption of the Report and Accounts I shall be pleased to answer to the best of my ability any questions you may wish to ask.

No questions were asked and the motion was put.

Mr. Percy Smith seconded.

Carried unanimously.

Mr. Peter moved that the election of Mr. O. S. Gubbay as a director be confirmed.

Mr. Ho Fook seconded.

Agreed.

Mr. Ho Kom Tong moved the re-election of Messrs. E. Shellim and C. S. Gubbay as directors.

Agreed.

Mr. Lo Cheung Shiu seconded.

Agreed.

Mr. Ross proposed that Messrs. W. H. Potts and A. O'D. Gourdin be re-appointed auditors.

Mr. Seth seconded.

Agreed.

The Chairman: That is all the business gentlemen. Dividend warrants will be ready to-morrow morning on application.

VOLUNTEER CORPS ORDERS.

ALL UNITS.

Parade:—At headquarters at 5.30 p.m. on Monday, the 1st February, for infantry drill. Sergt. Wallis, 2nd Buffs, will attend.

ARTILLERY COMPANIES.

Parade:—At headquarters at 5.30 p.m. on Tuesday, the 2nd, Wednesday, the 3rd, and Friday, the 5th February, for 15-pr. q.f. gun drill for Sanders Cup competition. Sergt. Eveleigh, R.O.A., will attend on the 2nd and 5th. Moore, R.O.A., will attend on the 3rd and 5th.

TAKOON DETACHMENT.

Parade:—At Takoon at 5.30 p.m. on Thursday, the 4th February, for gun drill. Sergt. Eveleigh, R.O.A., will attend.

ENGINEER COMPANY.

Parade:—At West Fort, Kowloon, at 6 p.m. on Wednesday, the 3rd February, for technical instructions.

BLAKE MUSKETRY SHIELD.

It is notified for information that the Blake Muskettry Shield Competition will take place at King's Park Range at 2 p.m. on Saturday, the 6th February, 1909. Teams of 10 from each unit will shoot, 8 to count. Officers Commanding Units are requested to send in their team entries by the 4th February, 1909. Dress:—Kaki uniform.

MUSKETRY COURSE.

Musketry will be carried out by Nos. 2 and 3 companies at King's Park Range on Sunday, the 7th February, commencing at 9.30 a.m., all men who have not yet fired their course must attend.

SANDER CUP COMPETITION.

15 pr. q.f. gun practice will take place at Stonecutters' Island on Saturday, 13th February. Further orders will be issued.

COURT OF INQUIRY.

A Court of Inquiry composed as under, will assemble at headquarters on Monday, February 1st, at 5.30 p.m., to investigate the circumstances of the loss of Rifle No. 57. President, Major Macdonald; Members, Captain Armstrong and Captain Wood.

The following volunteers are requested to attend. Sergt. Wittell and Private Osborne.

LEAVE.

Bomb. R. Duncan is granted leave of absence out of the Colony for 12 months with effect from the 17th February, 1909.

A YOUNG student named Poon Ting Uo, residing at 82, Cosnaught Road Central, made an attempt to end his life yesterday. The young man was seen by Lukong 906 to jump into the harbour from a wharf in the Central district. After much trouble the desperate man was rescued. He was charged in the Police Court today, and was remanded, the police being of opinion that his mind is unbiassed.

In the Penang Supreme Court judgment had been given in the case, in which Bonstead & Co. sued Khoo Guan Cheng for \$50,000. The award was in favour of the plaintiffs for the amount claimed, with costs. The claim was made under a contract whereby defendant guaranteed to make good any loss which might be incurred through differences in the price of tin bought by them on account of another party.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHAN PIK DENOUNCED.
ACCUSED OF MALPRACTICES.

[By courtesy of the "Sheung Po."]

Peking, 27th January.

H.E. Chan Pik, president of the Ministry of Posts and Communications, was denounced for having, as it is alleged, received bribes during his sojourn in the South.

Sun Ka-wei and Na Tung, who were alleged to conduct an inquiry into the alleged charges, have taken great pains over the investigation.

There appears to be but little hope of Chan Pik emerging successfully through the ordeal; but Leung Si-yi may be exonerated.

Kwan Kang-lun and Leung King-cheung have been found guilty of malpractices.

THE PRINCE REGENT.

ALL DESPATCHES TO BE READ.

[By courtesy of the "Sheung Po."]

Peking, 27th January.

The Prince Regent has given instructions that all despatches, no matter from what source they emanate, should be received and perused.

PROVINCIAL FINANCE.

DETAILED STATEMENTS REQUIRED.

[By courtesy of the "Sheung Po."]

Peking, 17th January.

The Board of Revenue has requested the Viceroy and Governors of all Provinces to furnish detailed statements of the finances relating to the territories under their respective administration.

The returns must be submitted in a lucid form.

CHANG CHIH-TUNG'S
INDISPOSITION.

APPLICATION FOR RETIREMENT.

[By courtesy of the "Sheung Po."]

Peking, 27th January.

H.E. Chang Chih-tung is suffering from a chill, and is afraid of the cold weather.

He has applied to the Prince Regent in person for leave to retire.

His Imperial Highness has, however, urged him not to do so, saying that he can take his rest as and when he pleases without formally applying for leave.

MANY CONTRACTS.

ERECTING CRANES AT KOWLOON CAUSE
FOR ACTION.

An interesting action between two contractors was brought before Mr. Justice Gompertz, in the Summary Jurisdiction Court to-day.

Chung San Wa, carrying on business at 191, Queen's Road East, brought a claim against the Lun Chai Company, 68, Des Voeux Road Central, to recover \$79, balance, it was alleged, for work done.

The plaintiff was represented by Mr. Leo d'Almada a Castro. Mr. Crowther Smith was for the defendant firm.

It was stated in the plaintiff's cause that in August of last year Messrs. Butterfield & Swire entered into a contract with Messrs. Geo. Fenwick and Company to erect three cranes on Messrs. Holt's wharf at Kowloon. Messrs. Fenwick engaged the defendants to do the work, and the defendants sub-let the contract to plaintiff. The agreement was that the whole of the work should be done for \$145. In December last the work was completed. Since the work of erecting the cranes was begun the defendants had from time to time advanced certain sums of money, amounting in all to \$66, to the plaintiff. At the conclusion there remained a balance of \$79, which was still outstanding.

The defendant's solicitor took an objection to the contract. He said that the contract was entered into between the plaintiff and a man named Chu Kam Fook, and, therefore, the plaintiff could not sue the Lun Chai Company. He asked for judgment for the defendants.

Mr. d'Almada—I am able to prove that Chu Kam Fook is a partner in the Lun Chai firm.

The case was adjourned.

ALLEGED EMBEZZLEMENT.

SERIOUS CHARGE AGAINST SHROFF.

The case in which Wong Chun Man, a shroff in the employ of Marty & Co., was charged the other day with the alleged larceny of \$1,321, the property of Che Mo In, comrade to Marty & Co., came on for hearing before Mr. J. R. Wood, Second Police Magistrate, at the Magistracy this afternoon. The charge was altered from larceny to one of embezzlement.

Detective-Sergeant Terrett watched the case on behalf of the Police, while the defendant was unrepresented.

Lo Cheung, master of the Hop Hing Loong firm, was the first witness to be called to the box to give evidence. He said that he carried on business at 266, Des Voeux Road West. He knew the defendant. He also knew Marty's comrade, with whom he had business dealings for over ten years. Defendant was in the habit of receiving money on behalf of Marty & Co. for about two or three years. Witness kept account books showing the amounts paid to Marty & Co. (Books produced). Witness' evidence went to show that some time last year, three entries were made of money paid into Marty & Co., for which, receipts were subsequently given. The three entries taken together totalled \$1,321.

A curious contretemps occurred while the proceedings were still in progress. Mr. Smith, who was to have defended the alleged embezzler when the case first came up, was surprised to find that the case had been taken up, as he thought it was decided to be dropped. Mr. Smith, who walked into the Court while the witness' evidence was being taken, said:

"I understand that the case was to be dropped, and consequently, nothing has been done. I think it is hardly fair that the case should go on now."

Mr. Wood—It is perfectly fair. I decide that the case should go on.

After further evidence was taken, the case was remanded till 2.15 to-morrow afternoon.

A FILIPINO SQUABBLE.

CLAIM FOR BOARD AND LODGING.

"It is a great pity that such humble people should rush into litigation for such petty affairs and not settle the matter with their friends," said Mr. Justice Gompertz, in the Supreme Court, this morning.

Manuel Gonzalez, residing at 21, Wing Lee Street, sued Antonio Rosco, of the Hongkong Cinematograph, to recover the sum of \$50, alleged to be due to him for board and lodging from 1st April to 29th December last.

Mr. Otto Kong Siog was for the plaintiff, and Mr. Crowther Smith for the defendant.

Briefly, the plaintiff's case was that defendant and his wife went to live in his house in April, the price arranged being \$10 per month. The couple left in December without paying.

The defendant's story was that he and his wife lived with plaintiff for nine months and when they left off sleeping in the house the sum of \$50 was given to plaintiff. On the 31st December defendant decided to leave the place altogether. He sent a friend with \$10 (all he owed to plaintiff) with orders to get his boxes. The plaintiff, however, refused to give up his property. That same afternoon plaintiff and his wife went to defendant's flat and abused him. He left the house and went to the cinematograph, but the plaintiff stopped him in the street, saying that he would not allow defendant to go another fifty yards. Plaintiff's wife was not present then. Defendant complained to his employer, who requested him to pay what he owed and so save further trouble. Next day defendant went to the house with an Indian policeman and paid plaintiff's wife the \$10, taking away his property.

Cross-examined, defendant said that on 29th December he owed plaintiff \$10, which was not due till the 31st. The reason why plaintiff troubled him before the end of the month was because he was leaving the house. He did not pay his clothes to pay the bill. He was getting only \$5 a day at the cinematograph. Since August he had earned \$75, and in order to pay the \$50 to plaintiff he had to borrow the balance from Patheco of the Post Office.

Mr. Kong Siog—When these people refused to give your boxes you took a policeman there?—Yes.

And the policeman advised them to give you back your property and you to pay them the \$10?—Yes.

Have you any receipts for the money you alleged you paid to the plaintiff?—He never gave me any.

Mr. Justice Gompertz—When you first went there was there any definite sum agreed on?—\$10—everybody paid \$10.

You mean to say there were other people there?—Yes.

How many meals a day did you get?—Two. Did you have a bed?—Yes.

Your own bed or the plaintiff's bed?—Plaintiff's bed.

Did you get a room?—No. I slept in the corridor.

I understand that you paid the plaintiff the same sum whether you had lodgings with him or not?—Yes.

Indian sergeant No. 522 said that at the end of December he was sent with the defendant to a house in Wing Lee Street. When he got there defendant called a woman from the second floor, paid her \$30, and got a tin box. Witness asked the woman if all was right. She said "yes."

Cross-examined—They still kept "fighting" after the \$10 was paid—they still kept on talking for a long time. He did not advise the woman to hand over the box. He was sent there by the inspector. Witness and the defendant did not go there and bullied—(laughter)—the woman into handing over the box in the absence of her husband.

In giving his decision his Lordship said he did not know which story to believe. He was of opinion, however, that the defendant had paid something, and gave judgment for the plaintiff for \$34 and costs. His Lordship then referred to humble people rushing into litigation as given above.

MORE ABOUT OPIUM.

A HOUSEHOLD REMEDY.

PROHIBITION OR EDUCATION.

When we come to consider the evidence adduced by the Opium Commission from the point of view of the beneficial use of the drug, we find that the instances in which that is alleged cannot be classed as few and far between; in fact a general review of the evidence would seem to place opium in its beneficial sense on a higher plane than alcohol. It is a not unusual and not unreasonable thing to find medical men recommending patients, in certain conditions of malaise—that is quite apart from cases of urgency where the alcohol is administered merely for temporary effect—to take alcohol in some form and in some defined quantity. There is of course the minority school who would never recommend it under any circumstances, but we take it the general body of practitioners find it a very useful aid in restoring health and energies under certain conditions. Much the

SAME MAY BE SAID OF OPIUM, with this difference, that if we disregard the ordinary Chinese doctor as not being worth consideration from our medical standpoint, then the use of opium in cases of malaise is a use dictated by common knowledge of its medicinal virtues, and it is taken for that reason in a great many more cases than would be thought. Thus on examination we find such witnesses as Dr. Leask, Gibbs, Serle, M. J. Wright saying that a good number of people begin to use it on account of illness. Dr. Boon Keng says it is "recommended by Chinese doctors to relieve pleurisy, dyspepsia, commencing phthisis," and adds that "medically there are no evils to be observed from the use until the person gets to the stage when he cannot do without it." That is a point we will return to later. The Rev. J. A. B. Cook says that often coolies "come here with stomach-ache and find relief by taking it, and so contract the habit." Dr. Lueger goes even farther; he affirms that "It has become a household remedy." Mr. Tan Teck Soon says that in his father's time it was the "common remedy for almost any ailment." Mr. Seah Liang Seah says that in Johore and up-country districts "they can not obtain proper medicine and take opium for chills and stomach trouble." Many other witnesses testify to its

VIRTUE IN MALARIA CASES, where it is taken in much the same way as Europeans would take quinine, and concrete examples are given where opium taken under medical direction and continued, has done much to cure and alleviate distressing complaints. In fact a careful analysis of the evidence on this point shows that to do away with opium suddenly would put great numbers of Chinese in the position of Europeans, suddenly deprived of all such drugs as quinine, chlorodyne or any of the variants of those which are commonly administered in the more frequent fever and stomach illnesses which are so common in the tropics.

But to return to the point left a little while ago. Dr. Boon Keng declares medically no evils until the point is reached when "opium cannot be done without." Now that point is PHYSICALLY, PRACTICALLY NEVER REACHED, and we have no hesitation in asserting this in view of the evidence given by those in charge of institutions where opium is forbidden. In the jails and large pauper hospitals opium is forbidden, and what do we find happens when opium smokers are sent to these places?

"Ordinary smokers take two or three days to get over the craving," "heavy smokers two or three weeks." "Seldom have to give anything to help, unless sometimes to stop diarrhoea." "Men soon get on to full work in jail after being stopped," and their health does not break down. And this is the general tone of the evidence. When opium cannot be got, the deprivation under healthy circumstances such as prevail in hospitals and jails is felt only temporarily, and has practically no effect on general health; that is of course excluding cases of excess which the Commission says are only isolated instances. We thus come again to the old ground; this is only

A MATTER OF INDIVIDUAL WILL and it is here that the majority who are temperate, are to be sacrificed for the minority who cannot restrain themselves. For the latter the establishment of curative homes and the general propaganda of temperance might well be undertaken by the Chinese themselves, but they show a very faint heart when it comes to doing anything practical in the matter, and they have not proved yet that they are prepared to assist the people to any sensible extent in conquering what they term the "evil." In fact the Chinese as a whole go no farther than polite generalisations, and inasmuch as they admit that alcohol, gambling, prostitution, etc. are all great evils they admit the same of the opium but they have put out only

A FRACTIONAL PART OF THEIR INFLUENCE or wealth in an endeavour to stop any of these evils. There is for instance absolutely no comparison between the strength of the temperance and teetotal agitation at home, and the anti-opium agitation here. In fact until the agitation was got up in England, the Chinese generally never stirred a finger to help the millions of their fellow countrymen out of this Slough of Despond. Admitted that conviction must have a beginning, but the practical workings of that conviction are in this case so minute, that one may well be excused for doubting whether it would be sufficient to bring about the smallest general self-sacrifice. All this wanders somewhat from the point, but not so much, because the contention is that the fair way to deal with this matter is by educating people to see the evils—

if they exist—in the same way that temperance at home is yearly growing stronger, owing to better education and a more wholesome public opinion as to drunkenness.—Singapore Free Press.

A SHOOTING match took place between the Wuchow Club at Wuchow on Monday, writes our Wuchow correspondent. Wuchow played victoriously by twenty points.

THE RAUB AUSTRALIAN GOLD
MINING COMPANY, LIMITED.GENERAL MANAGER'S MONTHLY REPORT
TO THE SHAREHOLDERS.

The following report to the shareholders is made by the General Manager of the Raub Australian Gold Mining Company, Limited, for the four weeks ending January 2—

Gentlemen,—I herewith beg to submit my report on your mining and milling operations. The mine measurement and assay returns of prospecting work show a total of 945ft. for the period (4 weeks) under review, made up of 42ft. sinking, 116ft. driving, 48ft. crosscutting and 300ft. of prospecting work as against 1,076ft. for the previous four weeks.

MINES.

Koman, 540ft. Drive South.—This end has been driven 5ft., making a total of 94ft. The lode 46in. wide, assays 4 dwt.

440ft. Level, Drive North.—This has been extended 8ft., bringing the total to 50ft. The end has been very poor, but now shows an improvement in appearance.

440ft. Level, Drive South.—To this has been added 12ft., making a total of 56ft. The lode 49in. wide, gives 33 dwt. per ton.

440ft. Level, North No. 1 Winze.—At about 100ft. North of the shaft and after cutting in 7ft., a winze has been started and sunk 9ft. It is intended to connect this to the 540ft. level, on the Foot Wall Lode.

340ft. Level, Drive South in Stop.—This has been driven 9ft., making a total of 106ft. The lode 44in. wide is worth 4 dwt.

Crosscutting for Stop-filling.—266ft. Stop.—Above the 440ft. level, 2 stopes; Lode 90in. wide and worth 7½ dwt.

Above the 340ft. level, 1 stopes; Lode 90in. wide and worth 2½ dwt.

Above the 240ft. level, 1 stopes; Lode 83in. wide and worth 2½ dwt.

160ft. Level, Drive South.—This has been taken from 912 to 944 on a lode 83in. wide and worth 2½ dwt. per ton.

60ft. Level, South Winze.—This has been sunk 6ft., making a total of 27ft. The lode 83in. wide is worth 1 dwt.

Crosscutting for Stop-filling.—214ft. Stop.—Above the 160ft. level, 2 stopes; Lode 93in. wide and worth 18 dwt.

ANDERSON SHAFT.

This has been sunk 18ft., making a total depth of 258ft. The top of the opening out sets of timber has been fixed. It is expected that crosscutting to the lode will commence about the middle of the coming month.

BUKIT MALACCA.

No. 1 Level, South of No. 1 Shaft.—This has been advanced 18ft., making a total 373ft. The lode 42in. wide and worth 3 dwt.

No. 2 Level, South Crosscut East.—On a second bunch met in this cross, drives have been taken 21 and 11ft. to the north and south on a lode 52in. wide, worth 9½ dwt.

These drives are being continued.

Stopes.—Two have been worked on a lode 76in. wide and worth 5½ dwt.

Surface and Underground Prospecting.—350ft. of this kind of work has been done.

GENERAL.

The station at the 540ft. Level in Koman is finished and space is now being made for the cistern.

From the Willey Tables 20.9 tons of concentrates have been won, worth 2.1202 per ton. Mill Returns for the same period are as follows:—

KOMAN.

40 Stamps: ran 28 days less 1.083 days for clean up and repairs.

Huntington Mill ran 28 days less 88 days for clean up and repairs.

Ore Crushed: Koman 1,905 Stope 2,074

Total 3,979 tons.

Amalgam Collected 3,134.000225 producing:

Retorted Gold 1,067.75 "

Smelted Gold 1,048.80 "

Average yield per ton 532 dwt.

" value of tailings 65 "

BUKIT MALACCA.

No. 1 Mill ran 28 3/4 days crushing 233 tons of

Mine ore and 2,115

tons surface ore.

Total crushed 2,348 tons.

Amalgam Collected 393.000225, yielding:

Retorted Gold 120.00 "

Smelted Gold 118.00 "

Average yield per ton 1,008 dwt.

Total—Tons 6267

Amalgam 3,577.000225.

Smelted Gold 1,166.800225.

Average Fineness 914.82

" Yield per ton 572 dwt.

W. H. MARTIN,

General Manager.

STRANGE TALK OF THE SEA.

WASHED OFF SHIP AND BACK AGAIN.

A thrilling story of the sea was told of the Danish barque *Hedda*, which arrived at Falmouth on Saturday, 24 days overdue. When off the Falkland Islands the ship encountered a cyclone and snow blizzard. One of the crew was struck the vessel broadside on, and four men were swept overboard. Half a minute later, however, the returning wave from the other side washed two of the men back on to the deck, but the other two were still struggling in the raging seas.

One was rescued with a life-line, and a sailor named Wainther, tying a rope round his waist, volunteered to save the other. In an exhausted condition himself, Wainther finally got the man, who was unconscious, to the side of the boat, and the sailors seized the latter by his sea-boots to drag him aboard, when the boots slipped off, and the unfortunate sailor, who was a youth only 17 years old, disappeared beneath the waves.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Kim Sin Theatre per Mr. Ho Kam Tong, \$500

To-day's
Advertisements.

NOTICE.

ST. JOSEPH'S COLLEGE will RE-OPEN on MONDAY, February 1st, at 8.30 A.M. For particulars as to board and tuition, apply to—

THE HEADMASTER.

Hongkong, 28th January, 1909. [127]

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 6th February, 1909, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 1st February, until SATURDAY, the 6th February, 1909, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 28th January, 1909. [129]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 30th January, 1909, at 11 A.M., at their Sales Rooms, No. 2, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF INDIAN EMBROIDERIES, SANDALWOOD BOXES, BLANKETS, TABLE COVERS, HANDKERCHIEFS, SOCKS, &c., &c., &c.

TERMS:—As usual.

HUGHES & ROUGH,

Auctioneers.

Hongkong, 28th January, 1909. [130]

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "NORE."

Captain G. Phillips, will leave for the above places, TO-MORROW, the 29th instant, at 5 P.M.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 28th January, 1909. [131]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NORE."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted-out-mark-by-mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 3rd February, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 28th January, 1909. [132]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING."

Captain A. E. Gentles, will be despatched for the above Ports, on TUESDAY, the 2nd February, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th January, 1909. [133]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

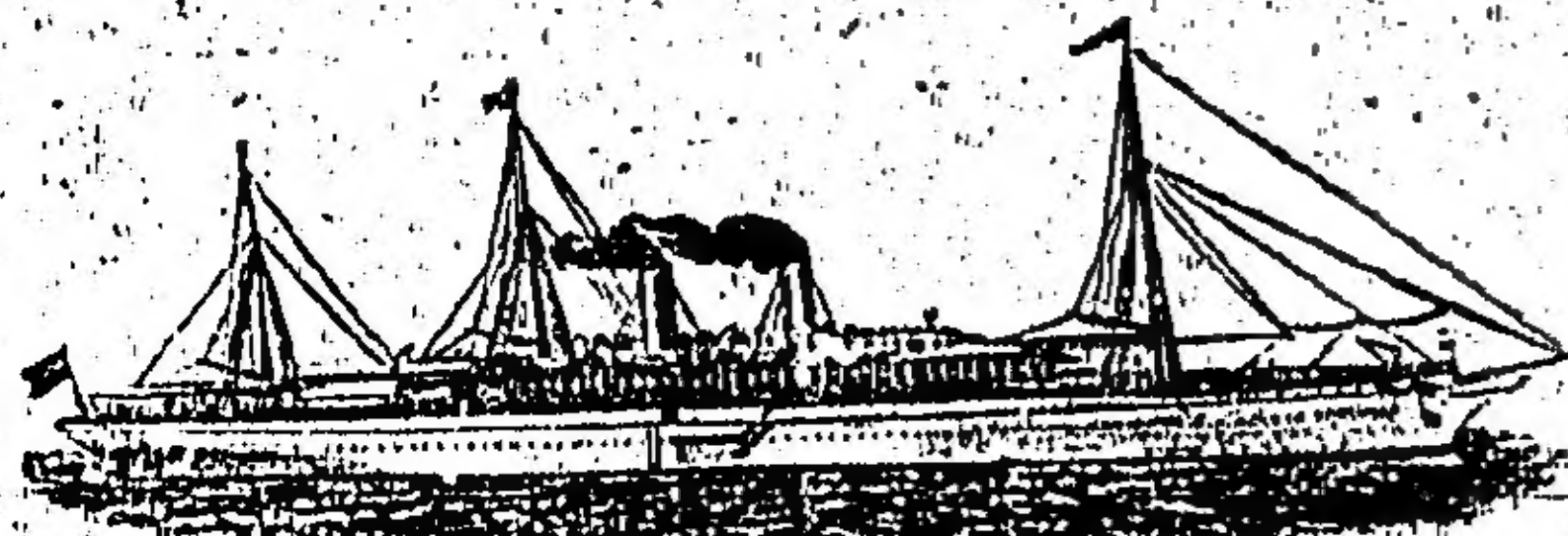
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:—

S.S. "SURUGA".....About 23rd February.

For Freight and further information,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA".....6,000.....SATURDAY, Feb. 13th.....March 5th			
"MONTEAGLE".....6,163.....TUESDAY, Mar. 2nd.....Mar. 26th			
"EMPRESS OF INDIA".....6,000.....SATURDAY, Mar. 13th.....April 2nd			
"EMPRESS OF CHINA".....6,000.....SATURDAY, April 10th.....April 30th			
"EMPRESS OF INDIA".....6,000.....SATURDAY, May 1st.....May 22nd			
"MONTEAGLE".....6,163.....TUESDAY, May 11th.....June 4th			

"EMPRESS" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class.....via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate and 2nd Class on Railways.....£40.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Navy, military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China, &c., Corner Pender Street and Praya, Opposite Black Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	FOOSHING	MONDAY, 1st Feb., 3 P.M.
MANILA	YUENSANG	MONDAY, 1st Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NAMSANG	THURSDAY, 4th Feb., Noon.
MOI	FOOSHING	THURSDAY, 4th Feb., 4 P.M.
SINGAPORE, PENANG & CALUTTA	FOOSHING	FRIDAY, 5th Feb., 4 P.M.
MANILA	FOOSHING	FRIDAY, 5th Feb., 4 P.M.
SINGAPORE, PENANG & CALUTTA	FOOSHING	TUESDAY, 9th Feb., Noon.

FOR THE MANILA CARNIVAL—Feb. 2nd to 9th 1900.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Hand Tax.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 28th January, 1900.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
HAIPHONG	"CHIHCHI".....30th	Jan., 10 A.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA".....30th	" 4 P.M.
AUSTRALIAN PORTS	"TOHANG".....31st	" Daylight.
NINGPO & SHANGHAI	"TAMING".....2nd	Feb., 3 P.M.
MANILA	"TAMING".....3rd	" 4 P.M.
SHANGHAI	"TAMING".....3rd	" 4 P.M.
MANILA, ZAMBOANGA and USUAL	"TAMING".....9th	" 3 P.M.
AUSTRALIAN PORTS	"TAIYUAN".....26th	" 4 P.M.

* S.S. "Changsha" does not call at Port Darwin.

MANILA CARNIVAL—February 2nd to 9th, 1900.

REDUCED RETURN FARE of \$60.00 available for 6 weeks will be issued for the following Passenger steamers:

"CHANGSHA".....leaving Hongkong 31st January.

"TAMING".....leaving Hongkong 2nd February.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 28th January, 1900.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and cabins—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAZIRO	550	R. Rodger	MANILA	SATURDAY, 30th Jan., at Noon.
ROBI	550	R. W. Almond	"	SATURDAY, 6th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 28th January, 1900.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAK, GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain W. Hayward, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mowla, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Calcutta, due in London on 19th March, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 25th January, 1900.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Bavaria 6,232 W. Shotton 11th Feb. 1900

Gymer 4,002 J. C. A. Hall 11th Mar.

Kumera 4,002 F. S. Cowley 8th April

Inveric 4,789 R. J. Howie 6th May

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED. General Agents.

Queen's Buildings, Hongkong, 14th January, 1900.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY

OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES POINTS.

THE Steamship

"AMIRAL DUPERRÉ,"

Captain Martin, will be despatched on or about the 27th inst. for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—

MESSAGERIES-MARITIMES.

Hongkong, 14th January, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 14th January, 1900.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Aillard, will be despatched for the above Ports on or about MONDAY, the 1st February.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Agent.

Hongkong, 26th January, 1900.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"CARNARVONSHIRE,"

will be despatched for the above Ports on TUESDAY, 2nd February.

For further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th January, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 3rd February, 1900, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th January, 1900.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"HEADLEY,"

will be despatched for the above Ports on or about FRIDAY, the 12th February, 1900.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 15th January, 1900.

FOR LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"MONTGOMERYSHIRE,"

will be despatched as above on or about the 31st prox.

For Freight etc., apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 27th January, 1900.

Intimations.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

13, D'ARQUILL STREET,

HONGKONG.

Telephone No. 1000.

Therapion may now also be obtained

in DRUGS (TASTELSS) FORM.

A WONDERFUL DISCOVERY.

This is the result of a long and arduous search, and is a discovery of the greatest importance to the human race.

It is a discovery which will revolutionize the medical profession, and will bring relief to millions of suffering humanity.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 21st January, 1900.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B.....18

" Corned—Ham Ngau Yuk.....18

" Roast—Shin.....18

" Breast—Ngau Lam.....13

" Soup, Tong Yuk.....15

" Steak—Ngau Yuk Pa.....18

" Sirloin—Ngau Lau.....26

" Sausages—Ngau Yuk Chang.....26

" Tongue fresh—Ngau Li.....50

" Corned—Ham Ngau Li.....58

" Head—Ngau Tau.....80

" Heart—Ngau Sum.....12

" Hump, Salt—Ngau Kin.....18

" Feet—Ngau Keok.....each

" Kidneys—Ngau Yiu.....10

" Tail—Ngau Mei.....17

" Liver—Ngau Con.....12

" Tripe (undressed)—Ngau To.....7

" Calves' Head and Feet—Ngau-chai.....10

" Pig—Kok.....set \$1.00

" Mutton Chop—Young Pal Kwat.....22

" Log—Young Pal.....22

" Shoulder—Young Shau.....22

" Pig's Chills—Chi cheong.....22

" Brains—Chi Know.....per set

" Feet—Chi Kook.....11

" Fry—Chi Ohak.....25

" Head—Chi Tau.....15

" Heart—Chi Sum.....each

" Kidneys—Chi Yiu.....pair

" Liver—Chi Kon.....24

" Pork Chop—Chi Pal Kwat.....18

" Corned—Ham Chu Yuk.....23

" Leg—Chi Pei.....23

" Fat or Lard—Chi Yu.....27

" Sheep's Head and Feet—Young Tau.....50

COMMERCIAL

TO-DAY'S EXCHANGE.

London-Bank T.T.	1/9 1/16
Do demand	1/9 1/16
Do 4 months' sight	1/9 1/16
France-Bank T.T.	2/0 1/2
Do demand	2/0 1/2
Do 4 months' sight	2/0 1/2
Germany-Bank T.T.	1/8 1/2
Do demand	1/8 1/2
Do 4 months' sight	1/8 1/2
Singapore-Bank T.T. per H.K. 100	75 1/2
Japan-Bank T.T.	106 1/2
India-Bank T.T.	106 1/2

4 months' sight L/O	1/0 1/2
6 months' sight L/O	1/0 1/2
3 days' sight San Francisco & New York	1/0 1/2
4 months' sight do	44 1/2
30 days' sight Sydney & Melbourne	2 1/2
4 months' sight France	2 1/2
6 months' sight do	2 1/2
4 months' sight Germany	2 1/2
Bar Silver	23 1/2
Bank of England rate	3 1/2
Severals	11 1/2

SHIPPING AND MAILS

MAILS OVER.

German (*Prins Regent Luitpold*) 29th inst.
Indo-Java (*Namang*) 31st inst.
French (*Salade*) 31st inst.
American (*Siberia*) 6th prox.
Indian (*Lafang*) 8th prox.

The *a.s. Caravanshire* left Shanghai on 27th inst., and is due here on 30th inst.

The Java-China-Japan Line's *Tjimat* left Shanghai for this port via Amoy on 27th inst., at 2 p.m., and may be expected here on 1st prox., p.m.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 28th at 11.55 a.m.—The barometer has risen quickly in E. Japan, and fallen considerably over the Loochoos.

A depression is developing over the Pacific to the Southwest of the latter area. It will probably move towards N.E.

An anticyclonic area appears to be spreading over N. China, where pressure is increasing. Strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 2 a.m. to-day, 6.00 inches.

FORECAST.

- 1.—Hongkong and neighbourhood, N. winds, fresh; cloudy, dull.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamook, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 3.

Shipping.

Arrivals.

Note, Br. s.s., 4,170, G. Phillips, 28th Jan.—London 19th Dec., 1908, and Singapore 22nd Jan., Gen.—P. & O. S. N. Co.
Joshua Maru, Jap. s.s., 702, H. Murayama, 28th Jan.—Swatow 27th Jan., Gen.—O. S. K. Standard, Nor. s.s., 897, H. Bull, 28th Jan.—Saigon 22nd Jan., Rice.—Aagaard, Thoresen & Co.
Alacrité, Br. despatch-vessel, 700, C. T. K. Fuller, 28th Jan.—from Tournane.

Clearances at the Harbour Office.

Arrivals *Aparca* for Singapore.
Batavia for Swatow.
Quinta for Hongkong.
Nora for Shanghai.
Kemuri for Kuching.
Kora for Bangkok.

Departures.

Shibata Maru, for Osaka.
Machew, for Swatow.
Arrivals *Aparca* for Calcutta.
Berleuch for Nagasaki.
Choyang for Ningpo.
Chenau for Shanghai.
Ghore for Shanghai.
Haiman for Swatow.
Kora for Bangkok.
Bolton for Hoihow.
Gemum for London.
Kemum for Vancouver.

Passengers.

Per *Nora*, from London for Hongkong—Major and Mrs. Adair, Mr. Abing, Lieut. and Mrs. Collinson, Morley, infant and nurse, Mr. and Mrs. Walker, 2 children and infant, Miss Brantingham, Mrs. M. A. Day, Miss Johnstone, Mr. and Mrs. G. Fowler, Lieut. Jacques, Mr. and Mrs. E. Collins, and Mr. and Mrs. Shires. For Manila—Mr. Pace. For Shanghai—Mr. and Mrs. Ball, 2 children and nurse, Messrs. R. Pimmonds, J. R. Plimer, Baker, R. Gorman, B. L. Atkinson, J. R. Brough, C. McGilivray, Wm. McGilivray, E. King, C. Jennings, Pilkington, W. B. Farnley, G. Emmett, R. Ockwell, R. U. Hewitt, Pina, G. Oliver. From Port Said—Mr. and Mrs. Plant. From London for Yokohama—Mrs. Halahan, infant and nurse, and Mr. E. O. Waterford. From Singapore for Hongkong—Mr. J. Nairn.

VESSELS IN PORT.

Steamers.

Aki Maru, Jap. s.s., 3,995, J. Nagao, 24th Jan.—Seattle, U.S.A., 2nd Dec., Flour, Salt Fish and Gen.—N. Y. K.
Anglin, Ger. s.s., 1,001, C. Kumpel, 19th Jan.—Bangkok 8th Jan., Gen.—B. & S.
Borneo, Ger. s.s., 1,344, P. Sembill, 22nd Jan.—Shanghai 16th Jan., Timber and Gen.—M. & Co.
Bourbon, Fr. s.s., 997, Le Bal, 26th Jan.—Saigon 21st Jan., Rice.—B. & S.
Changsha, Br. s.s., 2,300, E. Finlayson, 21th Jan.—Sydney and Manila 31st Dec., Gen.—B. & S.
Chihli, Br. s.s., 1,201, Warrack, 24th Jan.—Haiphong 21st Jan., Gen.—B. & S.
Chingling, Ger. s.s., 1,020, J. V. Bruha, 24th Jan.—Bangkok 14th Jan., Rice, Salt and Teakwood.—B. & S.
Dakota, Br. s.s., 2,593, Ross, 31st Dec.—San Francisco 23rd Nov., Kerosine Oil.—S. O. Co.
Derwent, Ger. s.s., 1,083, P. Rehwaldt, 22nd Jan.—Bangkok 14th Jan., Rice and Wood.—B. & S.
Drifter, Nor. s.s., 1,102, J. Blag, 8th Jan.—Hongkong 24th Jan., Coal.—H. A. L.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 22nd Jan.—Vancouver, B.C., and Jan., and Shanghai 19th, Mails and Gen.—C. P. & O. Co.
Gangkai, Br. s.s., 2,721, Pickworth, 21st Jan.—Harry 3rd Dec., Coal.—Admiralty.
Germania, Ger. s.s., 1,000, H. Fligel, 23rd Jan.—Sydney 10th Dec., Copra.—S. & Co.
Haiyang, Br. s.s., 1,362, A. E. Hodgkin, 17th Jan.—Swatow 26th Jan., Gen.—D. L. & Co.
Haldi, Nor. s.s., 1,059, Solberg, 20th Jan.—Swatow 19th Jan., Ballast.—Aagaard, Thoresen & Co.
Hanol, Fr. s.s., 739, J. Pannier, 26th Jan.—Haiphong 22nd Jan., and Kwong-chow-wan 23rd, Cement and Gen.—A. R. M.
Johanna, Ger. s.s., 954, J. L. Wren, 27th Jan.—Saigon 21st Jan., Rice.—J. & Co.
Korea, Am. s.s., 5,651, S. Sandberg, 18th Jan.—San Francisco via Ports 22nd Dec., and Shanghai 15th Jan., Mails and Gen.—P. M. S. S. Co.
Kueichow, Br. s.s., 787, G. Hooker, 24th Jan.—Porbolingo 17th Jan., Sugar.—B. & S.
Lightning, Br. s.s., 2,122, A. E. Gentles, 26th Jan.—Calcutta via Penang and Singapore 20th Jan., Gen.—D. S. & Co., Ltd.
Lockport, Ger. s.s., 1,020, W. Taubert, 27th Jan.—Bangkok 18th Jan., Rice.—B. & S.
Mandarin Maru, Jap. s.s., 4,444, K. Shimidzu, 20th Jan.—Kuchinozu 15th Jan., Coal.—M. B. K.
Marie, Ger. s.s., 1,160, P. E. Christiansen, 12th Jan.—Rangoon 31st Dec., Ground-outs.—J. & Co.
Pheumpeh, Br. s.s., 1,056, J. H. Scott, 17th Jan.—Saigon 21st Jan., Rice.—W. F. H. Sing.
Phranang, Ger. s.s., 1,001, Fr. von Mansfeld, 27th Jan.—Bangkok 18th Jan., Rice and Timber.—B. & S.
Prijn Sigismund, Ger. s.s., 1,044, D. Lenz, 27th Jan.—Kobe 20th Jan., Gen.—M. & Co.
Protector, Dan. s.s., 145, Nielsen, 25th Jan.—Haiphong 23rd Jan., Ballast.—Aagaard, Thoresen & Co.
Samsen, Ger. s.s., 998, F. Schmetz, 19th Jan.—Bangkok 8th Jan., Rice.—B. & S.
Shantung, Ger. s.s., 1,000, G. Goswitsch, 22nd Jan.—Bangkok 14th Jan., Rice.—B. & S.
Shinaw Maru, Jap. s.s., 1,570, F. Furukawa, 24th Jan.—Moji 17th Jan., Coal.—Himori & Co.
Shiai Maru, Jap. s.s., 1,382, K. Tomozawa, 25th Jan.—from Moji, Coal.—Mr. Ataka.
Soldad, Nor. s.s., 1,002, Fr. Bickling, 16th Jan.—Rice.—Aagaard, Thoresen & Co.
Sui Sang, Br. s.s., 1,276, W. D. Welsh, 16th Jan.—Singapore 8th Jan., and Hoihow 14th Jan.—J. M. & Co.
Tahian, Br. s.s., 1,221, J. T. Leing, 24th Jan.—Saigon 19th Jan., Rice.—B. & Co.
Tairac, Am. s.s., 533, Gasthaus, 27th Jan.—Manila 20th Jan., Ballast.—Order.
Telemachus, Br. s.s., 1,340, J. Williamson, 25th Jan.—Saigon 20th Jan., Rice and Gen.—W. F. H. Sing.
Tijikini, Dut. s.s., 3,000, H. Koops, 17th Jan.—Macassar 9th Jan., Gen.—J. C. L.
Tsintau, Ger. s.s., 1,002, Fr. Bickling, 16th Jan.—Bangkok 5th Jan., and Swatow 15th Jan.—B. & S.
Yuenyang, Br. s.s., 1,128, P. H. Rolfe, 17th Jan.—Manila 23rd Jan., Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,670, R. Rodger, 25th Jan.—Manila 23rd Jan., Gen.—S. T. & Co.

SAILING VESSELS.

Annie E. Smale, Am. 4-masted schr., 809, J. F. Colstrup, 13th Dec.—Portland, Or. 8th Oct., Lumber.—Mr. Jack.
Lyndhurst, Br. bark, 14th Sept.—Bangkok 23rd Aug., Case Oil.—S. O. Co.
Tara, Br. schooner, 97, Oliver, 13th Dec.—Palau Island 15th Nov., Iron.—Mr. G. P. Lammer.

Ships Passed The Canal.

22nd December—*Braemar*, *Lutnow*, *Malta*, *Stavros*, *Villa de la Clotat*, *Ghazet*, *Machau*, *Prins Ludwig*. 29th December—*Inverclyde*, *Berleuch*, *Kemum*, *Polyastor*, *Saxonia*, *Peking*, *Kanagawa Maru*, *Senegambia*, *Kintuck*, *Tamba Maru*. 1st January—*Armand Bekle*, *Nora*, *Samali*, *Colombo Maru*, *Patroclus*. 5th January—*Norman Prince*, *Polyastor*, *Wray*, *Cailla*, *Bengal*, *Bombay Maru*, *Canton*, *Obelisk*, *Polyastor*, *Langkoo*. 8th January—*Ghazet*, *Indrasama*, *Hakata Maru*, *Indra Maru*, *Prins Regent Luitpold*, *Prometheus*. 12th January—*China* (Aus.), *Filistine*, *Roma*, *Glenroy*, *Salanie*, *Cathay*. 15th January—*Pelko*, *Achilles*, *Dumbia*, *Palawan*, *Palermo*, *Tenaka*. 19th January—*Armand Bekle*, *Banvau*, *Calchas*, *Dindighire*, *Montrose*, *Sophie Rickmers*. 21st January—*Bulow*, *Ningchow*, *Laertes*, *Princess Alice*, *Wakasa Maru*, *Tourane*. 26th January—*Silthoma*, *Glamorganshire*, *Hitchi Maru*, *Konang Si*.

Arrivals at Home—22nd December—*Kamakura Maru*. 29th December—*Persia*, *Aurora*, *Glenochy*, *Sandila*, *Suevia*, *Tourane*, *Pekin*. 31st January—*Machau*, *Prins Ludwig*. 1st January—*Armand Bekle*, *Monmouth*, *Indra*, *Kanagawa Maru*. 8th January—*Kintuck*, *Shimosa*. 15th January—*Kemum*, *Canton*. 19th January—*Braemar*, *Dumbia*, *Obelisk*, *Senegambia*, *Hakata Maru*. 30th January—*Samali*. 22nd January—*Bombay Maru*, *Goshen*, *China* (Aus.). 26th January—*Inverclyde*.

Post Office.

Correspondence for Europe via Siberia is forwarded from Hongkong by all vessels sailing for Shanghai.

Approximate times of closing mails at Shanghai via Dalay and Siberia.

4th February.

A Mail will close for:—

Hongkong—Per *Quinta*, 29th Jan., 9 A.M.
Macao—Per *Sui Tai*, 29th Jan., 1.15 P.M.
Shanghai, Moji, Kobe and Yokohama—Per *Nora*, 29th Jan., 4 P.M.
Swatow, Singapore add Bangkok—Per *Tinglam*, 29th Jan., 5 P.M.
Haiphong—Per *Chihli*, 30th Jan., 9 A.M.
Manila—Per *Zafiro*, 30th Jan., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 30th Jan., 11 A.M.
Macao—Per *Sui Tai*, 30th Jan., 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Changsha*, 30th Jan., 3 P.M.
Manila, Yap, Samar, Fr. Wilhelmshafen, Simpsonhafen, Herberthshof, Matupi, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Prins Sigismund*, 30th Jan., 4 P.M.
Ningpo and Shanghai—Per *Ichang*, 30th Jan., 5 P.M.
Swatow, Amoy and Tamsui—Per *Joshin Maru*, 30th Jan., 5 P.M.
Macao—Per *Sui Tai*, 31st Jan., 1.15 P.M.
Shanghai—Per *Quinta*, 1st Feb., 9 A.M.

Manila—Per *Yunnan*, 1st Feb., 3 P.M.
Saigon—Per *Tjimat*, 1st Feb., 4 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle, Wash.—Per *Aki Maru*, 2nd Feb., 10 A.M.
Manila—Per *Taming*, 2nd Feb., 2 P.M.
Singapore, Penang, and Colombo—Per *Kawachi Maru*, 2nd Feb., 5 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Eastern*, 3rd Feb., 11 A.M.
Shanghai—Per *India*, 3rd Feb., 3 P.M.
Europe, &c.—Per *Lincoln*, via *Tatleria*—Per *Sydney*, 3rd Feb., 5 P.M.
Shanghai, Yokohama, Kobe and Moji—Per *Namang*, 4th Feb., 11 A.M.
Singapore, Penang and Calcutta—Per *Sutong*, 4th Feb., 3 P.M.
Batavia, Cheribon, Samarang, Sonihaya and Macassar—Per *Quinta*, 4th Feb., 4 P.M.
Manila—Per *Loongang*, 5th Feb., 3 P.M.
Manila, Cebu and Iloilo—Per *Rubi*, 6th Feb., 10 A.M.
Europe, &c.—India, via *Tatleria*—Per *Danah*, 6th Feb., 11 A.M.
Singapore, Penang and Calcutta—Per *Loongang*, 9th Feb., 11 A.M.
Manila—Per *Tan*, 9th Feb., 2 P.M.
Singapore, Penang and Colombo—Per *Mikima Maru*, 9th Feb., 5 P.M.
Europe, &c.—India, via *Tatleria*—Per *Lutnow*, 10th Feb., 11 A.M.
Agaung, Koror, Yap, Saipan, Lamufrik, Truk, Ponape, Kusae, Jaluit, Butaritari, Tarawa, Ocean Island, Nauru, Simpsonhafen, Sydney, Hobart, Launceston, New Zealand and Dunedin—Per *Germania*, 12th Feb., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.O.) (Will take letters to Europe marked via Siberia)—Per *Empress of China*, 12th Feb., 6 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 16th Feb., 11 A.M.
Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria and Seattle—Per *Iyo Maru*, 16th Feb., 11 A.M.
Singapore, Penang and Colombo—Per *Sanshi Maru*, 16th Feb., 5 P.M.
Nagasaki, Kobe and Yokohama—Per *Nikko Maru*, 17th Feb., 11 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Taiyuan*, 20th Feb., 3 P.M.

CHINA COAST METEOROLOGICAL REGISTER.

January 27th, 1909, a.m.

	Bar.	Th.	Hum.	Wind	W.
Vladivostok, 7 a.m.	30.45	—	—	NW	10
Nemuro, 7 a.m.	29.45	—	—	NW	6
Hakodate, 7 a.m.	29.77	—	—	NW	4
Kochi, 7 a.m.	30.15	—	—	SW	4
Nagasaki, 7 a.m.	30.19	—	—	NW	2
Kagoshima, 7 a.m.	30.19	—	—	N	4
Oshima, 7 a.m.	30.16	—	—	E	2
Ishigakijima, 7 a.m.	30.21	—	—	E	0
Bonin Is., 7 a.m.	30.04	—	—	N	4
Cheloo, 7 a.m.	30.26	35	100	—	0
Whelwei, 7 a.m.	30.23	100	—	WSW	1
Hankow, 7 a.m.	30.38	100	—	NW	1
Kiangsu, 7 a.m.	30.25	91	—	—	0
Shanghai, 7 a.m.	30.27	41	74	NE	2
Guizhou, 7 a.m.	30.25	43	—	NE	1
Sharp Peak, 7 a.m.	30.23	53	—	N	1
Amoy, 7 a.m.	30.10	52	—	NE	1
Swatow, 7 a.m.	30.14	55	—	NE	2
Taihou, 7 a.m.	30.10	—	—	E	4
Taipei, 7 a.m.	30.08	—	—	N	2
Tainan, 7 a.m.	30.06	—	—	N	6
Koshu, 7 a.m.	30.10	—	—	NE	4
Pescadore, 7 a.m.	30.13	55	—	N	10
Canton, 7 a.m.	30.13	55	—	N	10
Hongkong, 7 a.m.	30.11	67	—	E	4
Victoria Peak, 7 a.m.	30.11	67	—	ESE	3
Gap Rock, 7 a.m.	30.08	—	—	E	6
Macao, 7 a.m.	30.11	63	—	SE	1
Whchow, 7 a.m.	30.08	—	—	SE	1
Holhow, 7 a.m.	30.08	—	—	—	—
Pakhoi, 7 a.m.	30.08	—	—	—	—
Phullen, 7 a.m.	30.05	61	—	ENE	3
Tourane, 7 a.m.	30.05	72	—	—	0
O. St. James, 7 a.m.	30.03	75	—	NNE	1
Apari, 7 a.m.	30.05	—	—	NE	1
Manila, 7 a.m.	30.05	82	63	W	1
Seagap, 7 a.m.	30.03	73	—	—	0
Hakodai, 7 a.m.	30.01	—	—	NNE	2
Hollo, 7 a.m.	29.91	80	—	NNE	1
Yabu, 7 a.m.	29.91	81	—	N	2

January 28th, 1909, a.m.

Vladivostok, 7 a.m.	30.08	—	—	W	2
Nemuro, 7 a.m.	30.09	—	—	NW	2
Hakodate, 7 a.m.	30.10	—	—	NW	2
Kochi, 7 a.m.	30.07	—	—	EW	2
Nagasaki, 7 a.m.	30.11	—	—	—	0
Kagoshima, 7 a.m.	30.08	—	—	NE	2
Oshima, 7 a.m.	30.01	—	—	—	0
Naha, 7 a.m.	29.97	—	—	E	4
Ishigakijima, 7 a.m.	29.93	—	—	N	2
Bonin Is., 7 a.m.	29.93	—	—	N	2
Cheloo, 7 a.m.	30.34	100	—	NE	4
Whelwei, 7 a.m.	30.39	100	—	N	1
Hankow, 7 a.m.	30.47	100	—	NW	1
Kiangsu, 7 a.m.	30.39	91	—	—	0
Shanghai, 7 a.m.	30.33	39	88	NW	2
Guizhou, 7 a.m.	30.27	43	—	N	3
Sharp Peak, 7 a.m.	30.18	54	—	N	1
Amoy, 7 a.m.	30.07	59	—	NE	1
Swatow, 7 a.m.	29.98	55	—	N	1
Taihou, 7 a.m.	30.05	—	—	SW	2
Taipei, 7 a.m.	30.01	—	—	E	0
Tainan, 7 a.m.	29.99	—	—	N	6
Koshu, 7 a.m.	30.02	—	—	N	0
Pescadore, 7 a.m.	30.09	—	—	N	8
Canton, 7 a.m.	30.20	55	—	N	10
Hongkong, 7 a.m.	30.14	61	—	N	10
Victoria Peak, 7 a.m.	30.14	61	—	N	10
Gap Rock, 7 a.m.	30.10	—	—	NW	5
Macao, 7 a.m.	30.15	57	—	NW	2
Whchow, 7 a.m.	30.15	—	—	—	—
Holhow, 7 a.m.	30.15	—	—	—	—
Pakhoi, 7 a.m.	30.15	—	—	—	—
Phullen, 7 a.m.	30.11	58	—	ENE	2
Tourane, 7 a.m.	30.06	73	—	SE	1
O. St. James, 7 a.m.	30.03	70	—	ENE	4
Apari, 7 a.m.	30.05	—	—	S	1
Manila, 7 a.m.	30.05	82	61	NW	1
Seagap, 7 a.m.	30.03	73	—	—	0
Hakodai, 7 a.m.	29.91	80	—	NNE	2
Hollo, 7 a.m.	29.91	81	—	N	2

	Jan. 27 at	Jan. 27 at
	30 A.M.	4 P.M.
Barometer	30.11	30.00
Temperature	63	63
Humidity	76	78
Relativity		

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.		NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.		APPROXIMATE RETURN, AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
					RESERVE	AT WORKING ACCOUNT.				
BANKS.										
Hongkong & Shanghai Banking Corporation		120,000	\$125	\$125	\$1,500,000 \$14,000,000 \$10,000,000	\$2,005,774	{Interim of £2 for first half year @ ex 1/8 = \$21.942		5 1/2 %	{ \$89 buyers London 285
National Bank of China, Limited		99,925	£7	£6	\$4,000 \$10,000	\$10,215	\$2 (London 3/6) for 1903		...	\$51
MARINE INSURANCES.										
Canton Insurance Office, Limited		10,000	\$250	\$50	\$1,500,000 \$212,757 \$211,900 \$185,000 Tls. 150,000 Tls. 303,747 Tls. 118,277 \$3,000,000	none	\$14 for 1907		7 1/2 %	\$190 sellers
North China Insurance Company, Limited		10,000	£15	£5	Tls. 150,000 Tls. 303,747 Tls. 118,277 \$3,000,000	Tls. 165,512	Final of 7/6 making 15/- for 1907		5 1/2 %	Tls. 100 buyers
Union Insurance Society of Canton, Limited		12,400	\$250	\$100	\$2,000,000 \$202,478 \$120,695 \$77,049 \$1,000,000	\$2,506,011	{Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907		5 1/2 %	\$830 buyers
Yangtze Insurance Association, Limited		12,000	\$100	\$50	\$1,000,000 \$199,032 \$85,157 \$1,000,000	\$591,765	\$12 and bonus \$3 for 1906		8 1/2 %	\$182 1/2 sales
FIRE INSURANCES.										
China Fire Insurance Company, Limited		0,000	\$100	\$20	\$1,000,000 \$46,007 \$15,000	\$372,432	\$6 and bonus \$2 for 1906		7 1/2 %	\$106
Hongkong Fire Insurance Company, Limited		8,000	\$250	\$50	\$1,500,000 \$123,944	\$428,027	\$27 for 1906		8 1/2 %	\$337 sales
SHIPPING.										
China and Manila Steamship Company, Limited		30,000	\$25	\$24	\$7,000 \$264,038 \$39,007 \$150,000 \$187,500 \$17,500	\$1,025	\$1 for 1906		...	\$15 sellers
Douglas Steamship Company, Limited		20,000	\$50	\$50	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	Nil.	\$24 for year ending 30.6.1908		7 1/2 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.		80,000	\$15	\$15	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	\$17,755	\$12 for first half-year ending 30.6.08		8 1/2 %	\$29 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)		60,000	£5	£5	\$1,000,000 \$10,000 \$10,000 \$10,000 \$10,000	£13,755	{6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154		5 1/2 %	{ \$37 \$17
Shanghai Tug and Lighter Company, Limited		200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Interim of Tls. 12 for account 1908		7 1/2 %	{ Tls. 47 1/2 Tls. 51 1/2 buyers
"Shell" Transport and Trading Company, Limited		2,000,000	£1	£1	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	£68,817	Second Interim of 1/- for a/c 1908		7 1/2 %	{ 4 1/2 \$23 buyers
"Star" Ferry Company, Limited		10,000	\$10	\$5	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	\$98	\$1.00 for year ending 30.4.1908		4 1/2 %	{ \$23 buyers \$15 buyers
Taku Tug and Lighter Company, Limited		30,000	Tls. 50	Tls. 50	Tls. 8,000 Tls. 8,000 Tls. 8,000 Tls. 8,000 Tls. 8,000	Tls. 6,869	Final of Tls. 24 making Tls. 5 for 1907		11 %	Tls. 45 sellers
REFINERIES.										
China Sugar Refining Company, Limited		10,000	\$100	\$100	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	Dr. \$279,371	\$8 for year ending 31.12.06		...	112 1/2 sales
Larson Sugar Refining Company, Limited		7,000	\$100	\$100	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	Dr. \$125,121	\$5 for 1897		...	18
Perak Sugar Cultivation Company, Limited		7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.07		...	Tls. 100 sales
MINING.										
Chinese Engineering and Mining Company, Ltd.		1,000,000	£1	£1	£17,000 £12,893	£11,556	{Final of 1/6 (coupon No. 11) for year end- ing 29.2.08		7 1/2 %	Tls. 16 1/2 sales
Robt Australian Gold Mining Company, Limited		150,000	£1	£1	£12,893	Dr. £2,197	No. 12 of 1/- = 48 cents		...	\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.										
Fenwick (Geo.) & Co., Limited		18,000	\$25	\$25	\$55,001	\$2,725	\$1.75 for year ending 31.12.06		...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.		60,000	\$50	\$50	\$30,000 \$20,868 \$20,868 \$20,868 \$20,868	\$2,556	Final of \$12 making \$31 for 1907		7 1/2 %	\$45 sellers
Hongkong and Whampoa Dock Company, Ltd.		50,000	\$50	\$50	\$76,197 \$100,000 \$100,000 \$100,000 \$100,000	\$384,847	Interim of \$4 for account 1908		8 1/2 %	\$92 sellers
Shanghai Dock and Engineering Co., Ltd.		55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,257 Tls. 75,000 Tls. 125,000	Tls. 23,742	{Interim of Tls. 24 for 6 months ending 31st October, 1908		6 1/2 %	Tls. 75 sales
Shanghai and Hongkew Wharf Company, Limited		36,000	Tls. 200	Tls. 100	Tls. 607,257 Tls. 125,000	Tls. 22,616	Interim of Tls. 4 for account 1908		11 %	Tls. 153 buyers
LANDS, HOTELS & BUILDINGS.										
Anglo-French Land Investment Co., Ltd.		25,000	Tls. 100	Tls. 100	Tls. 25,000 \$30,000 \$1,000 \$1,000 \$1,000	Tls. 6,531	Tls. 6 for 1907		6 %	Tls. 103 sellers
Astor House Hotel Company, Limited (Shanghai)		30,000	\$25	\$25	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	Dr. \$4,200	\$2 1/2 for year ending 30.6.07		...	\$14 buyers
Central Stores, Limited		50,128	\$15	\$15	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	\$9,178	\$1.80 for 1906		...	\$90 buyers
Hongkong Hotel Company, Limited		12,000	\$50	\$50	\$12,000 \$12,000 \$12,000 \$12,000 \$12,000	\$14,650	Interim of \$3 for account 1908		7 %	\$92 1/2 buyers
Hongkong Land Investment and Agency Co., Ltd.		50,000	\$100	\$100	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	\$26,015	Interim of \$2 1/2 for account 1908		7 1/2 %	\$92 1/2 buyers
Humphreys Estate & Finance Company, Limited		150,000	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000 \$10,000	\$4,681	70 cents for 1907		7 1/2 %	\$92 sales
Kowloon Land and Building Company, Limited		6,000	\$50	\$50	none	\$65	\$12 for 1907		5 1/2 %	\$33 sellers
Shanghai Land Investment Company, Limited		78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 170,000	Tls. 107,517	Interim of Tls. 3 for account 1908		7 %	Tls. 120 sales
West Point Building Company, Limited		12,500	\$50	\$50	none	\$1,541	Interim of \$2 for account 1908		9 %	\$46 sellers
COTTON MILLS.										
Ewo Cotton Spinning and Weaving Company, Ltd.		15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939 \$20,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908		6 %	Tls. 83 1/2 buyers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited		125,000	\$10	\$10	Tls. 45,939 \$20,000	\$9,553	50 cents for year ending 31.7.08		5 1/2 %	\$9 buyers
International Cotton Manufacturing Company, Ltd.		10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8 %)		...	Tls. 70 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.		8,000	Tls. 100	Tls. 100	none	Tls. 6,108	Tls. 8 for 1906		...	Tls. 80
Soy Chee Cotton Spinning Company, Limited		2,000	Tls. 500	Tls. 500	Tls. 28,357	Tls. 50,663	Tls. 50 for 1906		...	Tls. 280 sellers
MISCELLANEOUS.										
Bell's Asbestos Eastern Agency, Limited		8,604	12/6	12/6	\$1,500 \$25,000	£648	{11/10 p/c share for 1907 = \$1.037 \$1.20 for 1907		11 1/2 %	\$82 buyers
China-Borneo Company, Limited		60,000	\$12	\$12	\$25,000	Nil.	60 cents for year ended 28.2.06		10 1/2 %	{ \$11 1/2 sa. and b. \$5
China Light and Power Company, Limited		10,000	\$10	\$10	none	\$61,138	80 cents for 1907		8 %	\$10 sa. and b.
China Provident Loan & Mortgage Company, Ltd.		125,000	\$10	\$10	\$120,000 \$10,000 \$8,000	\$5,598	\$1.30 for year ending 31.7.08		5 1/2 %	\$14 sellers
Dairy Farm Company, Limited		15,000	\$7 1/2	\$6	\$8,000	\$48	Interim of 40 cents for account 1908		10 %	\$9 1/2 sellers
Green Island Cement Company, Limited		400,000	\$10	\$10	\$12,000 \$5,000	\$5,078	75 cents for 9 months ending 31.12.07		8 %	\$12 buyers
H. Price & Company, Limited		12,000	\$10	\$10	\$5,000	\$212	\$2 for year ending 28.2.08		10 %	\$22 1/2 buyers
Hall & Holt, Limited		21,000	\$20	\$20	\$180,000	\$8,957	\$1 and bonus 20 cts. for year ending 29.2.08		6 1/2 %	\$19
Hongkong Electric Company, Limited		60,000	\$10	\$10	none	\$9,321	Interim of \$1 for account 1908		8 1/2 %	\$220 sellers
Hongkong Ice Company, Limited		5,000	\$25	\$25	\$120,000 none	\$6,578	Interim of \$1 for account 1907		8 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.		60,000	\$10	\$10	none	\$8,192	Interim of \$1 for account 1908		8 %	\$25 buyers
Maatschappij tot Mijl. Bosch en Landbouwerij op de Looij, Limited		25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 27,603 \$5,000	Tls. 17,127	{4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making \$50 to date		5 1/2 %	Tls. 86 1/2 buyers
Peak Tramways Company, Limited		25,000	\$10	\$10	\$5,000	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08		6 %	\$12
Peak Tramways Company (new)		50,000	\$10	\$10	none	Nil.	None		4 1/2 %	\$8
Philippine Company, Limited		75,000	\$10	\$10	none	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907		6 1/2 %	Tls. 121 sales
Shanghai Gas Company, Limited		24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,003	Final of Tls. 9 making in all Tls. 14 for 1907		11 1/2 %	Tls. 125 sellers
Shanghai-Sumatra Tobacco Company, Limited		30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 190,000	Tls. 8,491	Final of 37/6 making 15/6 for 1907		...	Tls. 437 1/2 sales
Shanghai Waterworks Company, Limited		16,350	£20	£20	none	Tls. 58,122	None		...	\$24
South China Morning Post, Limited		6,000	\$25	\$25	none	Dr. \$56,632	40 cents for year ending 31.5.08		7 1/2 %	\$5 1/2 sales
Steam Laundry Company, Limited		20,000	\$5	\$5	none	\$236	Tls. 6 1/2 for year ending 30.4.07		5 %	Tls. 94 buyers
Tientsin Waterworks Company, Limited		9,000	Tls. 100	Tls. 100	Tls. 15,495 Tls. 4,000	Tls. 201	50 cents for 1907		5 %	\$10
Union Waterboat Company, Limited		50,000	\$10	\$10	\$25,000 \$100,000	\$1,160	{80 cents on 9,000 ord. shares and \$19.50 on 100 Founders shares for yr. end. 31.5.07		6 1/2 %	\$13 buyers
United Asbestos Oriental Agency, Limited		10,000	\$10	\$10	\$100,000 \$25,000	\$6,418	Interim of 50 cents a/c 1908		6 1/2 %	\$9 sa. and b.
Watson, (A. S.) & Co., Limited		90,000	\$10	\$10	none	\$5-95	Final of 50 cts. making 80 cts. for the year ended 30th June, 1906		...	74
William Powell, Limited		15,000	\$7	\$7	none	...	...		...	...
* These shares are entitled to half of the profits										
DIVIDENDS PAYABLE:—										
Hongkong & Shanghai Banking Corporation		120,000	\$125	\$125	...	...	...		...	January 28th
National Bank of China, Limited		99,925	£7	£6	...	...	...		...	February 28th
Canton Insurance Office, Limited		10,000	\$250	\$50	...	...	...		...	...
North China Insurance Company, Limited		10,000	£15	£5	...	...	...		...	...
Union Insurance Society of Canton, Limited		12,400	\$250	\$100	...	...	...		...	...
Yangtze Insurance Association, Limited		12,000	\$100	\$50	...	...	...		...	...
China Fire Insurance Company, Limited		0,000	\$100	\$20	...	...	...		...	...
Hongkong Fire Insurance Company, Limited		8,000	\$250	\$50	...	...	...		...	...
China and Manila Steamship Company, Limited		30,000	\$25	\$24	...	...	...		...	...
Douglas Steamship Company, Limited		20,000	\$50	\$50	...	...	...		...	...
Hongkong, Canton & Macao Steamboat Co., Ltd.		80,000	\$15	\$15	...	...	...		...	...
Indo-China Steam Navigation Co., Ltd. (Preferred)		60,000	£5	£5	...	...	...		...	...
Shanghai Tug and Lighter Company, Limited		200,000	Tls. 50	Tls. 50	...	...	...		...	...
"Shell" Transport and Trading Company, Limited		2,000,000	£1	£1	...	...	...		...	...
"Star" Ferry Company, Limited		10,000	\$10	\$5	...	...	...		...	...
Taku Tug and Lighter Company, Limited		30,000	Tls. 50	Tls. 50	...	...	...		...	...
China Sugar Refining Company, Limited		10,000	\$100	\$100	...	...	...		...	...
Larson Sugar Refining Company, Limited		7,000	\$100	\$100	...	...	...		...	...
Perak Sugar Cultivation Company, Limited		7,000	Tls. 50	Tls. 50	...	...	...		...	...
Chinese Engineering and Mining Company, Ltd.		1,000,000	£1	£1	...	...	...		...	...
Robt Australian Gold Mining Company, Limited		150,000	£1	£1	...	...	...		...	...
Fenwick (Geo.) & Co., Limited		18,000	\$25	\$25	...	...	...		...	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.		60,000	\$50	\$50	...	...	...		...	...
Hongkong and Whampoa Dock Company, Ltd.		50,000	\$50	\$50	...	...	...		...	...
Shanghai Dock and Engineering Co., Ltd.		55,700	Tls. 100	Tls. 100	...	...	...		...	...
Shanghai and Hongkew Wharf Company, Limited		36,000	Tls. 200	Tls. 100	...	...	...		...	...
Anglo-French Land Investment Co., Ltd.		25,000	Tls. 100	Tls. 100	...	...	...		...	...
Astor House Hotel Company, Limited (Shanghai)		30,000	\$25	\$25	...	...	...		...	...
Central Stores, Limited		50,128	\$15	\$15	...	...	...		...	...
Hongkong Hotel Company, Limited		12,000	\$50	\$50	...	...	...		...	...
Hongkong Land Investment and Agency Co., Ltd.		50,000	\$100	\$100	...	...	...		...	...
Humphreys Estate & Finance Company, Limited		150,000	\$10	\$10	...	...	...		...	...
Kowloon Land and Building Company, Limited		6,000	\$50	\$50	...	...	...		...	...
Shanghai Land Investment Company, Limited		78,000	Tls. 50	Tls. 50	...	...	...		...	...
West Point Building Company, Limited		12,500	\$50	\$50	...	...	...		...	...
Ewo Cotton Spinning and Weaving Company, Ltd.		15,000	Tls. 50	Tls. 50	...	...	...		...	...
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited		125,000	\$10	\$10	...	...	...		...	...
International Cotton Manufacturing Company, Ltd.		10,000	Tls. 75	Tls. 75	...	...	...		...	...
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.		8,000	Tls. 100	Tls. 100	...	...	...		...	...
Soy Chee Cotton Spinning Company, Limited		2,000	Tls. 500	Tls. 500	...	...	...		...	...
Bell's Asbestos Eastern Agency, Limited		8,604	12/6	12/6	...	...	...		...	...
China-Borneo Company, Limited		60,000	\$12	\$12	...	...	...		...	...
China Light and Power Company, Limited		10,000	\$10	\$10	...	...	...		...	...
China Provident Loan & Mortgage Company, Ltd.		125,000	\$10	\$10	...	...	...		...	...
Dairy Farm Company, Limited		15,000	\$7 1/2	\$6	...	...	...		...	...
Green Island Cement Company, Limited		400,000	\$10	\$10	...	...	...		...	...
H. Price &										

* These shares are entitled to half of the profits.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$8.45 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 15th August, 1908.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN VARIOUS COLORS.

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WOOLEN DELAINES, NUNSVREIL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 20th September, 1908.

Telephone: 482. Telegrams: "Cyclometer."

TYPEWRITERS

NEW, RE-BUILT and

SECOND-HAND.

We sell all makes without

prejudice.

RE-BUILD & REPAIR

STOCK

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MACHINES EXCHANGED.

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DRAGON CYCLE

DEPOT,

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Hongkong.

AN APPEAL.

THE SUPERIORESS of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-

dren's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiores will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor School,

who are taught by the Sisters.

Hongkong, 22nd April, 1909.

To Let.

TO LET.

GOOD OFFICES at 2, PRUDER STREET.

Apply to—

JARDINE, MATHESON & Co., LTD

Hongkong, 14th January, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st January, 1909.

TO LET.

HATHERLEIGH, CONDUIT ROAD

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIMON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRANA EAST, BLUE

BUILDINGS, and No. 108, DES VEAUX

ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VEAUX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st January, 1909.

Intimations

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 15 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. ... 9.45 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.